



Agenda of Special Council Meeting

Monday, October 23, 2023 at 4:00 p.m.

Zoom Meeting (**Video**)

<https://us02web.zoom.us/j/82016931847>

Phone Call Only

Dial [+1 647 558 0588](tel:+16475580588) then Enter Meeting ID: 820 1693 1847#

Every effort is made to record with the exception of the Closed Session matters. Both the audio and video are posted on the Municipal Website

The written minutes are the official record of the meeting

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- 1. Call to Order and Roll Call** **4:00 p.m.**
 - 2. Disclosure of Pecuniary Interest**
 - 3. Approval of Agenda ®**
 - 4. Business Matters**
 - 4.1 Whitestone Fire Services Pumper Fire Apparatus Truck
Contract Award for the purchase of a new Pumper Fire Apparatus Truck ®
 - 4.1.1 Memorandum from Chief Bob Whitman dated June 10, 2023
 - 4.1.2 Letter received from Rod Harris, Fire Apparatus Sales Specialist, Carrier Emergency Vehicles, dated October 18, 2023
 - 5. Confirming By-law ®**
 - 6. Adjournment ®**



WHITESTONE FIRE RESCUE

Bob Whitman, Fire Chief

Office: 705-389-2466

Cell Phone: 705-774-1967

Fax 705-389-3824

Email: fire.department@whitestone.ca

To: Mayor and Council

Date : June 10,2023

From : Bob Whitman Fire Chief

RE: RFP 2023-08

New Pumper Fire Apparatus

A RFP to replace the old pumper was sent out on April 1,2023 by courier.

On May 5,2023 the closing Day for the RFP for the new Pumper we had received only one bid by courier and one bid 9 days late by mail.

I spoke with CAO about the late bid that came by mail she stated that it was late not to open it, so I did not open it and I shredded it.

I have been in communications with Fire Underwriters regarding Technical Bulletin insurance grading recognition of used or rebuilt Fire apparatus, which I passed on to the Mayor and all of Council to review copy attached.

In the underwriters technical Bulletin it stated that apparatus should be retired from service at 20 years of age, and used as a Second line (backup) up to 25 years.

An extension may be granted from the fire underwriters to continue using the pumper as front line Pumper up to 25 years which I'm in the process of working on the extension. The fire underwriters will forward the finding of the reported to the Fire Department as soon as the reported is finalized.

The insurance grading recognition may be revoke for the pumper and this may adversely affect the fire insurance grades for the Municipality and property owners.

The Municipality has \$300,000 + in the Fire Pumper reserve fund that includes a \$30,000 contribution in the 2023 Draft Budget.

The bib that was received on May 5,2023 for the new Pumper was \$709,495.00 plus the HST as submitted by Carrier Emergency Vehicle. The Municipality gets back 86.46% of the HST backs

If you divide the cost of the new Pumper of 709,459.00 by 20 years it works out to be just over \$35,000 a year but if we ask for an extension from Fire underwriters to keep the Pumper for 25 years which we

would, it is still just over \$28,000 a year. For some comparison the cost of one application of chloride for gravel roads dust control which was awarded at just over \$51,000 for this year.

It is my understanding from talked to Heavy Truck manufactures cost of the 2024 cab and chassis will be increasing significantly, possible anywhere from \$75,000.00 to \$100,000.00 due to upgrades and change to the chassis , powertrain, and emission systems. The cost of the new pumper would be around 0.5% of our overall operating budget.

As mentioned earlier the Municipality has just over \$300,000.00 in reserve that is allocated for the replacement pumper. If awarded the pumper would not arrive until mid 2025 , ? so the Municipality would have two additional year to add to the pumper reserve.

See Attached Letter from Fire Chief David McNay Burks Falls district Fire Departments.

I have been busy calling Fire Truck Builders looking for good used Fire Pumper late model 2010 and up but so far no luck .

It is the recommendation of the Whitestone Fire Rescue that the Municipality of Whitestone Council award the FRP to Carrier Emergency Vehicle in the amount of \$709,459.00 plus HST.

Thank you

Fire Chief Bob Whitman



TECHNICAL BULLETIN

FIRE UNDERWRITERS SURVEY™

A Service to Insurers and Municipalities

INSURANCE GRADING RECOGNITION OF USED OR REBUILT FIRE APPARATUS

The performance ability and overall acceptability of older apparatus has been debated between municipal administrations, the public fire service and many others for years. Fire Underwriters Survey (FUS) has reviewed experiences across Canada and in other countries and has developed a standard for acceptance of apparatus as the apparatus becomes less reliable with age and use.

The public fire service is unique compared to other emergency services in that fire apparatus vehicles are not continuously in use. However, when in use, the apparatus is subject to considerable mechanical stress due to the nature of its function. This stress does not normally manifest itself on the exterior of the equipment. It is effectively masked in most departments by a higher standard of aesthetic care and maintenance. Lack of replacement parts further complicates long term use of apparatus. Truck and pump manufacturers maintain a parts inventory for each model year for a finite time. After that period, obtaining necessary parts may be difficult. This parts shortage is particularly acute with fire apparatus due to the narrow market for these devices.

Fire Underwriters Survey lengthy experience in evaluating fire apparatus indicates that apparatus should be designed to an acceptable standard. The standard that is accepted throughout Canada by Fire Underwriters Survey is the Underwriters' Laboratories of Canada (ULC) Standard S515 (most updated version) titled, "Automobile Fire Fighting Apparatus," which was adopted as a National Standard of Canada in September 2004. Alternatively, NFPA 1901, the Standard for Automotive Fire Apparatus (most updated version) is also accepted by Fire Underwriters Survey with respect to apparatus design. Fire apparatus should be built by recognized manufacturers and tested by a suitably accredited third party.

Fire apparatus should respond to first alarms for the first fifteen years of service. During this period it has reasonably been shown that apparatus effectively responds and performs as designed without failure at least 95% of the time. For the next five years, it should be held in reserve status for use at major fires or used as a temporary replacement for out-of-service first line apparatus. Apparatus should be retired from service at twenty years of age. Present practice indicates the recommended service periods and protocols are usually followed by the first purchaser. However, at the end of that period, the apparatus is either traded in on new apparatus or sold to another fire department. At this juncture, the unit may have one or more faults which preclude effective use for emergency service. These deficiencies include:

- a. Inadequate braking system
- b. Slow pick-up and acceleration
- c. Structurally weakened chassis due to constant load bearing and/or overloading
- d. Pump wear



FUS has modified its application of the age requirement for used or rebuilt apparatus. Due to municipal budget constraints within small communities we have continued to recognize apparatus over twenty years of age, provided the truck successfully meets the recommended annual tests and has been deemed to be in excellent mechanical condition. The specified service tests are outlined below under the heading “Recommended Service Tests for Used or Modified Fire Apparatus”. Testing and apparatus maintenance should only be completed by a technician who is certified to an appropriate level in accordance with NFPA 1071, *Standard for Emergency Vehicle Technician Professional Qualifications*.

Insurance grading recognition may be extended for a limited period of time if we receive documentation verifying that the apparatus has successfully passed the specified tests. If the apparatus does not pass the required tests or experiences long periods of “downtime” we may request the municipal authority to replace the equipment with new or newer apparatus. If replacement does not occur, fire insurance grading recognition may be revoked for the specific apparatus which may adversely affect the fire insurance grades of the community. This can also affect the rates of insurance for property owners throughout the community.

Table 1 Service Schedule for Fire Apparatus For Fire Insurance Grading Purposes

Apparatus Age	Major Cities ³	Medium Sized Cities ⁴	Small Communities ⁵ and Rural Centres
0 – 15 Years	First Line Duty	First Line Duty	First Line Duty
16 – 20 Years	Reserve	2 nd Line Duty	First Line Duty
20 – 25 Years ¹	No Credit in Grading	No Credit in Grading or Reserve ²	No Credit in Grading or 2 nd Line Duty ²
26 – 29 Years ¹	No Credit in Grading	No Credit in Grading or Reserve ²	No Credit in Grading or Reserve ²
30 Years +	No Credit in Grading	No Credit in Grading	No Credit in Grading

¹ All listed fire apparatus 20 years of age and older are required to be service tested by recognized testing agency on an annual basis to be eligible for grading recognition. (NFPA 1071)

² Exceptions to age status may be considered in a small to medium sized communities and rural centres conditionally, when apparatus condition is acceptable and apparatus successfully passes required testing.

³ Major Cities are defined as an incorporated or unincorporated community that has:

- a populated area (or multiple areas) with a density of at least 400 people per square kilometre; AND
- a total population of 100,000 or greater.

⁴ Medium Communities are defined as an incorporated or unincorporated community that has:

- a populated area (or multiple areas) with a density of at least 200 people per square kilometre; AND/OR
- a total population of 1,000 or greater.

⁵ Small Communities are defined as an incorporated or unincorporated community that has:

- no populated areas with densities that exceed 200 people per square kilometre; AND
- does not have a total population in excess of 1,000.



Table 2 Frequency of Listed Fire Apparatus Acceptance and Service Tests

	<i>Frequency of Test</i>					
	@ Time of Purchase New or Used	Annual Basis	@ 15 Years	@ 20 Years <i>See Note 4</i>	20 to 25 Years (annually)	After Extensive Repairs <i>See Note 5</i>
Recommended For Fire Insurance Purposes	Acceptance Test if new; Service Test if used & < 20 Years	Service Test	Acceptance Test	Acceptance Test	Acceptance Test	Acceptance or Service Test depending on extent of repair
Required For Fire Insurance Purposes	Acceptance Test if new; Service Test if used & < 20 Years	No Test Required	No Test Required	Acceptance Test	Acceptance Test	Acceptance or Service Test depending on extent of repair
Factor in FUS Grading	Yes	Yes	Yes	Yes	Yes	Yes
Required By Listing Agency	Acceptance Test	No	No	No	N/A	Acceptance Test
Required By NFPA <i>See Note 6</i>	Acceptance Test	Annual Service Test	Annual Service Test	Annual Service Test	Annual Service Test	Service Test

Note 1: See: 'Service Tests for Used or Rebuilt Fire Apparatus' for description of applicable tests

Note 2: Acceptance Tests consist of 60 minute capacity and 30 minute pressure tests

Note 3: Service Tests consist of 20 minute capacity test and 10 minute pressure test in addition to other listed tests

Note 4: Apparatus exceeding 20 years of age may not be considered to be eligible for insurance grading purposes regardless of testing. Application must be made in writing to Fire Underwriters Survey for an extension of the grade-able life of the apparatus.

Note 5: Testing after extensive repairs should occur regardless of apparatus age within reason.

Note 6: Acceptance Tests: See NFPA 1901, Standard for Automotive Fire Apparatus

Service Tests: See NFPA 1911, Standard for Service Tests of Fire Pump Systems on Fire Apparatus, Article 5.1



SERVICE TESTS FOR USED OR MODIFIED FIRE APPARATUS

The intent of this document is to ensure that all used or modified fire apparatus, equipped with a pump or used for tanker service, essentially meet the requirements of Underwriters' Laboratories of Canada (ULC) "Standard for Automobile Fire Fighting Apparatus" S515-04 or subsequent (current) editions of the Standard. Full adherence with the following specified tests is recommended when purchasing used apparatus.

Weight Tests

Load Balance Test:

When fully laden (including a 460kg (1000 lbs) personnel weight, full fuel and water tanks, specified load of hose and miscellaneous equipment), the vehicle shall have a load balance of 22% to 50% of total vehicle mass on the front axle and 50% to 78% of this mass on the rear axle.

Distribution of mass of 33% and 67% respectively on the front and rear axles is preferable for a vehicle having dual rear tires or tandem rear axles.

For a vehicle having tandem rear axles and dual tires on each axle, a loading of between 18% and 25% on the front axle with the balance of mass on the rear axles is permissible.

Road Tests

Acceleration Tests:

2.1.1) From a standing start, the apparatus shall attain a true speed of 55 km/h (35 mph) within 25 seconds for Pumpers carrying up to 3,150 litres (700 gallons) of water.

For apparatus carrying in excess of 3,150 litres (700 gallons) or apparatus equipped with aerial ladders or elevating platforms, a true speed of 55 km/h (35 mph) in 30 seconds should be attained.

2.1.2) The vehicle should attain a top speed of at least 80 km/h (50mph).

Braking Test:

The service brakes shall be capable of bringing the fully laden apparatus to a complete stop from an initial speed of 30 km/h (20 mph) in a distance not exceeding 9 metres (30 feet) by actual measurement. The test should be conducted on a dry, hard surfaced road that is free of loose material, oil and grease.



Pump Performance Tests

Hydrostatic Test

Recent evidence of hydrostatic testing of the pump for 10 minutes at a minimum pressure of 3,400 kPa (500 psi). APPLICABLE TO NEW OR REBUILT PUMPS ONLY (see 3.3).

Priming and Suction Capability Tests

Vacuum Test:

The pump priming device, with a capped suction at least 6 metres (20 feet) long, shall develop -75 kPa (22 inches of mercury) at altitudes up to 300 metres (1000 feet) and hold the vacuum with a drop of not in excess of 34 kPa (10 inches of mercury) in 10 minutes.

For every 300 metres (1000 feet) of elevation, the required vacuum shall be reduced 3.4 kPa (1 inch mercury).

The primer shall not be used after the 10-minute test period has been started. The test shall be made with discharge outlets uncapped.

Suction Capability Test:

The pump (in parallel or series) when dry, shall be capable of taking suction and discharging water with a lift of not more than 3 metres (10 feet) through 6 metres (20 feet) of suction hose of appropriate size, in not more than 30 seconds and not over 45 seconds for 6000 L/min (1320 lgpm) or larger capacity pumps. Where front or rear suction is provided on midship pumps, an additional 10 seconds priming time will be allowed. The test shall be conducted with all discharge caps removed.

Pump Performance

Capacity Test:

Consists of drafting water (preferably with a 10 feet lift) and pumping the rated capacity at 1000 kPa (150 psi) net pump pressure for a continuous period of at least 1 hour.

Pressure Test:

Under the same conditions as in 3.3.1 above pumping 50% of the rated capacity at 1700 kPa (250 psi) net pump pressure for at least ½ hour



For additional information on the above noted tests and test procedures, the following documents provide useful data:

- Underwriters Laboratories of Canada (ULC) publication titled S515 Standard for Automobile Fire Fighting Apparatus, latest edition.
- Fire Underwriters Survey (FUS) publication titled Fire Stream Tables and Testing Data latest edition.
- International Fire Service Training Association (IFSTA) publication titled Fire Department Pumping Apparatus, latest edition.
- National Fire Protection Association (NFPA) 1901 Standard for Automotive Fire Apparatus, latest edition.
- National Fire Protection Association (NFPA) 1911 Standard for the Inspection, Maintenance, Testing, and Retirement of In-Service Automotive Fire Apparatus, latest edition.
- National Fire Protection Association (NFPA) 1912 Standard for Fire Apparatus Refurbishing, latest edition.

For further information regarding the acceptability of emergency apparatus for fire insurance grading purposes, please contact:

Western Canada	Quebec	Ontario	Atlantic Canada
Fire Underwriters Survey 3999 Henning Drive Burnaby, BC V5C 6P9 1-800-665-5661	Fire Underwriters Survey 255, boul. Crémazie E Montreal, Quebec H2M 1M2 1-800-263-5361	Fire Underwriters Survey 175 Commerce Valley Drive, West Markham, Ontario L3T 7P6 1-800- 268-8080	Fire Underwriters Survey 238 Brownlow Avenue, Suite 300 Dartmouth, Nova Scotia B3B 1Y2 1-877-634-8564



TECHNICAL BULLETIN

FIRE UNDERWRITERS SURVEY™

A Service to Insurers and Municipalities

APPARATUS ACCEPTANCE TERMS OF REFERENCE FOR FIRE INSURANCE GRADING AND PUBLIC FIRE PROTECTION CLASSIFICATION

Fire Underwriters Survey evaluates the capacity of the fire department to provide required fire flows through the apparatus within the fire department fleet.

- If apparatus is ULC listed¹ and of an appropriate age then it can receive full credit
- If apparatus is designed to meet all of the requirements of NFPA 1901, and has been tested and evaluated for its compliance with NFPA 1901, by an accredited agency², then it can also receive full credit.
- If the apparatus does not meet one of the two above criteria, then some credit between 0-100% would be applied to the apparatus within the calculation of fire insurance grades.
 - This credit is based on an analysis of the reliability of the apparatus with respect to its capacity of continuously provide emergency response and all related intended purposes (as specified in ULC S515 and/or NFPA 1901):
 - Apparatus design standard and specifications;
 - Age of apparatus;
 - Results of apparatus acceptance and service testing (including, but not limited to, weight, road and pump performance tests);
 - Accident history;
 - Out of service history;
 - Frequency of testing and indications of apparatus reliability; and
 - Frequency of maintenance and indications of apparatus reliability.

¹ Listed by ULC means that the apparatus has been tested and certified through “listing” and a ULC plate (indicating listing number) has been applied to the apparatus. The testing and certifying organization must be a Standards Council of Canada accredited agency (ULC is an accredited agency). Listing of the apparatus implies the apparatus meets all of the requirements of the standard ULC S-515.

² NFPA 1901, Standard for Automotive Fire Apparatus, lists requirements for third party certification under section 4.7:

4.7 Third-Party Certification of Test Results. Where this standard requires the results of tests to be certified by an independent third-party certification organization, that organization shall meet the requirements of this section.

4.7.1 All certification shall be performed by a certification organization that is accredited for inspection and testing systems on fire apparatus in accordance with ISO/IEC 17020, General criteria for the operation of various types of bodies performing inspection, or ISO/IEC 17065, Conformity Assessment: Requirements for bodies certifying products, processes and services.

4.7.2 The certification organization shall not be owned or controlled by manufacturers or vendors of the product that is being tested.

4.7.3 The certification organization shall be primarily engaged in certification work and shall not have a monetary interest in the product's ultimate profitability.

4.7.4* The independent third-party organization shall witness all required tests by an in-person representative(s) at the test site or by use of verifiable automated data collection and image recording equipment. The third-party organization shall refuse to certify any test results for a system if all components of that system requiring testing do not pass the testing required by this standard.

4.7.5 There shall be no conditional, temporary, or partial certification of test results.

4.7.6* Forms or data sheets shall be provided and used during the testing.

4.7.7 Programs shall be in place for training, proficiency testing, and performance verification of any staff involved with certification.

4.7.8 The certification organization's operating procedures shall provide a mechanism for the manufacturer to appeal decisions. The procedures shall include provisions for the presentation of information from representatives of both sides of a controversy to a designated appeals panel.



BURK'S FALLS & DISTRICT FIRE DEPARTMENT
"Fighting Fires ... Through Education!"

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SMOKE ALARMS SAVE LIVES

June 14, 2023

Bob Whitman
Fire Chief
Whitestone Fire Department

Good day Bob, it was a pleasure to talk to you yesterday regarding the purchase of our new pumper. It sounds like you are in the same position I was in regarding the RFP process. Ryerson Township administers the Fire Department on behalf of both Burk's Falls and Armour Township as part of a shared service agreement.

We started looking for a new truck in 2021 and was convinced that we would go with a mini pumper. We did our leg work, put the RFP package together and submitted for tender. I personally called 6 suppliers to let them know to go to Ryerson Townships Web site and view the tender. At closing time for the RFP we had no one bid on it. This of course set off a red flag. Why? I made some calls and found out that my RFP was too specific and no room for change. This was actually a good thing as after further review the mini pumper would be border line to light weight to handle everything we wanted to put on this truck, Now what? We went back to the gentleman that sold us our previous pumper to get his help on specking out a new truck, full size pumper. We got all our paperwork in order and submitted for tender and waited for the closing date. To our surprise we only got 1 tender. Again why? I made some calls and the major issue was the cab and chassis supplier. Everything they had made is already spoken for. This was for the year 2022. The supplier(Freightliner) who supplies the majority of cab and chassis's for the fire service had none available for 2022 and or 2023 and where taking orders for 2024. As you are aware Covid played a major issue with supply chain and builders would not commit long term on a unit because of supply issues and constant price increases. When I submitted the RFP we where sure we could get this pumper for 550k, and when the RFP came back it was 100k higher than we anticipated. As you know its not fun going back to council to ask

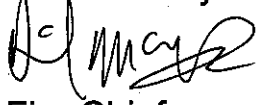
"PLAN YOUR ESCAPE"

for more money but after explaining the above, council was onboard and our new pumper is scheduled to arrive 1st quarter of 2024.

I know Chief Shaefer (Kearney) also submitted tenders for a new pumper and only had 1 supplier bid on it. This is probably going to be the norm going forward.

Bob if I can be of further assistance please don't hesitate to call.

Dave McNay



Fire Chief

Burk's Falls & District Fire Department

“PLAN YOUR ESCAPE”



October 18, 2023

Whitestone Fire Department
21 Church Street
Dunchurch, Ontario
POA 1G0

Dear Chief Whitman

Thank you for getting in contact regarding our proposal to supply a pumper to your Municipality. I have been in contact with the Manufacturer and I can confirm that luckily they are able to maintain the price detailed in our RFP response, even though typically the prices are only valid for 90 days. Obviously, the build schedule will have changed since almost 5 months has gone by since our proposal, but we can still deliver a completed vehicle in late 2024.

HOWEVER, I would caution, the chassis we have proposed to you has also been offered to another Municipality. In the current supply and demand market (where demand far exceeds supply) the chassis will be allocated to the first Municipality to provide a purchase order. I would strongly recommend that should you intend to move forward with your purchase, you are urged to do so immediately.

After this chassis is committed to a contract, there are no further chassis available to the Manufacturer in this current allocation. The next round of chassis will be 2025 Model year and it is anticipated that there is likely to be a substantial price increase in the chassis as chassis manufacturer's implement a new round of mandated EPA emission standards.

If you have any questions or need further information, please don't hesitate to call.

Regards

Rod Harris

Rod Harris
Fire Apparatus Sales Specialist
1-866-896-3588 ext 4

