

## UPDATE ON PURCHASE OF COMMERCIAL COMBO RESCUE APPARATUS

During a Question Period February 4, 2020, Mr. Speer, a resident of Oakbank, tried to inquire of Council the status of this apparatus that they had agreed to purchase in November of 2018. Mayor Fell said the question did not pertain to the items on the Agenda even though the Fire Department report was tabled on the agenda. She said he had to e-mail his question to Council and the CAO. When information is provided after the fact in that way, the remainder of the public does not share in the response. **LACK OF TRANSPARENCY TO REFRESH THE ISSUE** in the minds of my readers, due to the fact that this piece of equipment, which is not necessary to the functioning of our Fire Department as they are currently operating without one, and which is costing over 1/2 MILLION DOLLARS, I am including my notes on the issue from the meetings in which it was part of the discussion. At the March 3, 2020 meeting, a member of the Fire Department was tabled on the agenda to bring a report on this apparatus to Council. The Report was not attached to the public Agenda. Mayor Fell did not allow him to present it publicly to Council. **IT WAS SUBSEQUENTLY OBTAINED FROM THE C.A.O. (SEE BELOW). LACK OF TRANSPARENCY** This all adds up to lack of **ACCOUNTABILITY** and in my opinion **GROSS MISMANAGEMENT OF TAXPAYER DOLLARS**. While Council was quite silent on the entire matter, I have some questions. 1) Why was it necessary to have the original apparatus built using parts only obtainable from E-One in Florida? 2) Is the price agreed upon, however inflated, in Canadian dollars or is there exchange being tacked on? 3) Have members of our Fire Department been required to visit the plant in Florida to oversee the progress of the build and who is paying for that? If so, how many members and how many times? There are several companies in Manitoba that could have built this piece of equipment locally because I have learned this from engineering staff of more than one provider. 4) As the cost of the most recent modification is significant, **WHY WAS AN RFP** not put out to procure the Tri-max Fire Suppression System? The addition is not an intrinsic part of the Commercial Combo Rescue Apparatus while it may increase its function.

November 20, 2018

**Purchase of Commercial Combo Rescue Apparatus** - Council unanimously voted their approval of a resolution to purchase this specialized vehicle for a cost of **\$477,498.69 plus applicable taxes**. Only one supplier of 9 responded with a proposal. While Council did question the fact only one dealer submitted a bid, Chief Hudson responded that there was a specific need for safety that required a rear staircase rather than a ladder to climb to access supplies stored on top of the unit in "coffins". Councillor Wilson was unclear as to whether this was a "want" or a "need". The specifications proposed were for an E-One vehicle and as I understand it, only one dealer in Manitoba has access to these. While the dealership is a Manitoba one, as mentioned by the Fire Chief, making it easier to obtain parts, it has come to my attention that the actual manufacturer of the vehicle is in Florida and this will in all likelihood involve several trips to Florida by a member of the fire department, a fact not mentioned in the meeting. The CAO added his comments that **it does not make sense to go to Toronto or Montreal when they can support local dealerships, they typically don't go to American markets because of the exchange rate**, and that he had discussed this with Chief Hudson and that the price was only in effect for 30 days and if they went back for further quotes, the process would take them beyond that time frame and the price might well go up. **The cost is \$97,000.+ over budget but Finance and Public Works think they can find the funds, in part by deferring an engine budgeted for 2019 for 3 or more years.**

COW December 11, 2018

**3.1 Commercial Combo Rescue Apparatus (Fire Chief)** - This was under New Business but it was discussed at a prior meeting so it should have been under old business. Jeff Hudson handed original specs to Councillors to address some of their previous concerns and included in the agenda package was his additional presentation. Councillor Williams said he had some questions about the procurement procedure/process. Do you not first list your requirements? Is there a written procedure? Chief answered specifications written by engineers in industry. There are tricks of trade to preclude others from bidding. Must be mindful working within a budget and there is difference between wants and needs. Councillor Williams read a policy statement that included a statement that purchases are made in a cost effect manner and CAO will manage the process. CAO challenged the fact only one bid and asked him to go back and check with suppliers. Spoke with other RMs and their units cost much more than what we are paying. Councillor Williams said more concerned with the process. Councillor Ralke mentioned a resolution being passed and Reeve Fell confirmed this purchase has already been completed and any policy or procedural changes would pertain to future purchases. That being said, it is difficult to understand why the Chief is back and being required to justify his choice of vehicle. In the second paragraph of his prepared statement to the Committee of the Whole, he states "I was informed that Council wished to discuss the purchase prior to moving forward with it." This would imply the purchase had not yet been made yet the Reeve clearly stated the purchase had already been completed. The question is, which statement is true? If Reeve Fell was correct, why is Chief Hudson back speaking on the issue.

February 4, 2020

**Darryl Speer, Oakbank** - I'd like to speak to 5.2. Fire Department report. What I'd like to know is what is the status of the special fire truck that was ordered in 2018 for approximately half a million dollars. **Mayor Fell** - Is that on the agenda? So Mr. Speer your questions need to be pertaining to our current agenda. Any questions that don't pertain to the current agenda, please e-mail your Councillor or all of Council or the CAO. **Darryl Speer** - What I would recommend is that there be an update considering that a year has passed requesting that Fire Department include that in their next report. Can we ask for that? **Mayor Fell** - You can ask for that by e-mail. Any other questions regarding this agenda?

## March 3, 2020 Council Notes

**Darryl Speer, Oakbank (did not identify himself and was not reminded)** - I'd like to refer to the Fire Department report. Item 5.2. I see no reference to the Fire Truck Combo Apparatus that we purchased over a year ago. **Can you update us there?** I requested that at the last meeting. **Mayor Fell** - So again if you have any requests for updates, you need to e-mail those in. **We don't take questions or comments during the Question Period.** **NOTE: That is a rather ludicrous statement to make given this is Question Period.** **Darryl Speer** - I would think the Councillors would have made that request to the Fire Department so it would be available to the meeting. **Mayor Fell** - Again, if you have a request, please e-mail it to your Councillor or the CAO.

**8.1 Fire Rescue 1 Truck** - *Be it resolved that Council of the RM of Springfield approve the Acting Fire Chief to purchase the additional Tri-max Fire Suppression System from Keewatin Truck Service up to the maximum of \$40,000 plus applicable taxes and/or fees.* **Councillor Williams** - I have some concerns about the whole process of this design and I spoke with the individual who works for Keewatin Truck Service about how they are developing the design of the truck and they were going back and forth and ultimately there was an increase in the cost of this vehicle because of this cab system on a vehicle fire suppression and I completely agree with it. It is something that should have been a part of the earlier required features in the design of this. So I am not unhappy with the increase in that cost but I am not that happy with the length of time it took for that to come forth. I'd like to see a little more forethought in developing the requirements for these fire apparatus in the future. **NOTE: I took the liberty of consulting with manufacturers of fire trucks in Manitoba and was advised there is no reason why this Combo Fire Rescue Truck could not have been constructed in this province, perhaps costing less and being available sooner as parts are not being shipped back and forth from Manitoba to Florida.** **Mayor Fell** - Ya, I think, so when we go through our Fleet Management Plan, historically from what I'd observed, a lot of times we'd order an apparatus and then when it comes in a lot of times we put additional pieces on as needed but I think when we discuss the fire equipment through the fleet management, we'll have those discussions in the beginning with whoever would be creating that order, the Fire Chief with the C.A.O. um input maybe from other departments as well so that's it's a comprehensive buy in the beginning instead of piecemealing it so it was a learning, a bit of a learning curve but we'll talk about adjusting for next time. **NOTE: I would like to know what are the "lot of times" when we have ordered an apparatus and then put on additional pieces as needed. Further while we now have Fleet Management, I would think that a specialized piece of equipment for the Fire Department would require input from the users of the equipment, not whomever is in charge of the fleet management system. There was a great deal of discussion about this Combo Fire Rescue Truck at the November 20, 2018 Planning Meeting and the December 11, 2018 Committee of the Whole Meeting, the latter at which the Fire Chief presented an 11 page report rationalizing the design complete with testimonials and pictures and design drawings. If any learning were to be done, perhaps it would be for Council to independently speak to various providers and determine the necessity for special features. There are other manufacturers of Fire Trucks and Apparatus right here in Manitoba and definitely in the other provinces of Canada without having to use a company in Florida which necessitates movement of parts back and forth, maybe visits by fire personnel to the factory in Florida during the building process, and exchange rates which are not to our advantage. Councillor Williams seemed to acquiesce but I seem to recall a time prior to his being a Councillor when he would not have accepted such a vague explanation. I guess the situation is different when the vote is unanimous to proceed with the purchase and you are one of the Councillors.** **Councillor Williams** - And there is one item um I want to bring up about this. The paragraph at the top of the second page talks about delivery of the apparatus expected by July 2020. I don't believe that is true. I think the chassis is going to be delivered to E-One and at that point it will be another three or four months while they equip it with all of the options that we've been looking for. So it'll be towards the end of the year. **Mayor Fell** will ask the C.A.O. to follow up on delivery time. **Bryan Madsen, Deputy Chief, Oakbank 1** - The only comment they made on the delivery time for this apparatus was the truck was supposed to be here, actually in July is when it is expected and the mountings should not take much time, it is my understanding. With the addition of the Tri-Max System, there's been the additional time that it will take because of allowing for these changes that are being made. **Councillor Williams** - Ok, I may have misunderstood Scott Wilks when he said the chassis was going to be late in being delivered to the Florida plant. **Bryan Madsen** - Yes, the chassis was being delivered late but the way the truck is being built, it's in multiple pieces, based on multiple modules so what's going to happen is the chassis will arrive but the modules are basically built prior and they should be basically put right on to the chassis and sent north as soon as possible. That's the understanding I have from Scott. **Councillor Williams** - Maybe you could check that. The other thing is when Bryan got involved with discussions with Keewatin Truck, and they removed a couple of hydraulic wheels that were costly and would be able to use the portable hydraulic system for the extraction tools but at some point we may be budgeting for upgrading for the extraction tools. **NOTE: This entire purchase was mishandled from Day 1. A RFP was sent to approximately 8 suppliers as I understand it, many right here in Manitoba but certainly across Canada, however the specifications required a feature that all but one, Keewatin Industries, could supply so they are the only ones that submitted a bid. It subsequently came to light that a company in Florida with connections to Keewatin Industries, would be building a least some of the truck. The original price, \$477,498.69, but because of a delay in signing the contract, three days later the price was increased to \$486,915.69. Apparently modifications to the original design were required by the Springfield Fire Service which did not increase the cost but might have affected the delivery date which was to have been July 2020. In January 2020 the Springfield Fire Service and Keewatin Industries reviewed the plans and made yet more modifications, freeing up some physical space where they have now requested the purchase of a Tri-max Fire Suppression System which will cost another \$40,000, plus applicable taxes and fees.** **Mayor Fell** - So I'm going to ask the um get the direction of Council to ask the C.A.O. and she can direct someone in the Fire Department to follow up on the delivery date, if that's alright. **CARRIED 6-0** **NOTE: Brian Madsen, the Deputy Chief of Station 1 in Oakbank was in the Council Chamber and had prepared a report to Council dated February 27, 2020 which he was prepared to present. The Mayor deliberately refused to entertain an update on the Fire Rescue Combo Truck when questioned by Darryl Speer during Question Period when the answer was in Council's hands and the Deputy Chief was sitting at the back of the room ready to respond. Further when that Fire Truck agenda item was reached, the Mayor did not ask Mr. Madsen to come to the front and read his report, she merely alluded to it and no specifics were made available to the audience. This is a mockery on the part of Council and the Mayor to practice the principles of their own Strategic Plan, i.e. TRANSPARENCY ACCOUNTABILITY PUBLIC SERVICE etc. Someone on Council or the CAO should have challenged the Mayor when she said she wasn't going to accept any questions on that. It is public information and should have been tabled into the meeting as Fire Truck was on the agenda. The public is being excluded from participation.**



## Rural Municipality of Springfield Report to Council

Department: Public Works  
Date: February 27, 2020  
Prepared by: Bryan Madsen Deputy Chief Station 1  
Submitted by: Garth Cook Acting Fire Chief  
Report Number: 10021  
Subject: Fire Rescue 1 Truck Build Additional Works

Number of Pages: 2

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### Recommendation

BE IT RESOLVED THAT Council of the RM of Springfield approve the Acting Fire Chief to purchase the additional Tri-max Fire Suppression System from Keewatin Truck Service up to the maximum of \$40,000 plus applicable taxes and/or fees;

### Reason for Report

Council approval is required in accordance with Municipal Procurement and Disposal of Assets Policy No: A-01.

### Background

This existing Rescue 1 at Station 1, which is used as a secondary support vehicle when additional tools and equipment are needed on emergency calls, was targeted for replacement in 2018. After approval was received from Council, SFRS entered into a contract Keewatin Truck Services in Winnipeg, which was the winner bidder of the contract. Keewatin Truck Service engaged E-OneFire Trucks in Florida to construct the apparatus. The initial quote was \$477,498.69.

Keewatin Truck Service received a PO from SFRS three days after the quoted price was offered, and due to a delay in signing of the contract, there was an increase in the cost of \$9,426.00, making the new cost of the apparatus \$486,915.69. Existing SFRS budget was re-allocated to pay this additional cost.

On December 18, 2018, a pre-build meeting was held at SFRS Station 1. After review, minor changes were made to the scope of work, and a reduction in overall costs was identified. In mid-April 2019, Keewatin Truck Services completed design and engineering and estimated that the apparatus would be ready for delivery in March 2020. This timeline was adjusted back due to modifications made by SFRS to provide more reliable charging of rescue tools, radios, and flashlights. These adjustments did not change the cost of the contract. The delivery of the apparatus was expected by July 2020, and no additional funding was required.

### Discussion

In January 2020, SFRS reviewed the scope of work with Keewatin Truck Services, and identified a number of changes that would improve the operational capacity and flexibility of the new apparatus, including: removal of hydraulic vehicle extrication hose wheels (with these tools being operated off a portable power plant), additional hand tool compartments, and ergonomic safety improvements to ease access and loading. These changes resulted in a reduction of \$472.50 to the total project. After speaking with Garth Cook and Blaine Moffat, approval was given to proceed with the change order, which was submitted to Keewatin Truck Service. These changes do not change the delivery date.

With the most recent change order, there was physical space created to add a Tri-max Fire Suppression System. This is a fire suppression capacity to the apparatus, which would provide additional functionality. Rescue 1 could be used to fight small non-structural and wildland fires, reducing the need to use larger and more expensive apparatus from the existing fleet. This system could be added by Keewatin Truck Services after the apparatus has been received.

### Financial Impact

As this would be an addition to the scope of work to the Fire Rescue truck build, an increase of \$40,000 plus applicable taxes and fees to the 2020 Fleet Capital Reserve would be needed to fund the additional works requested.

### Linkage to Council's Strategic Priorities

The recommendations contained herein meet Council's strategic goals of Creating Infrastructure Resiliency on equipment life cycle costing within the fleet management program.

Reviewed by:

Colleen Draper, CAO -  
Jody Thiessen, Manager of Finance