

## NFPA 1001 – Text from 2008 Edition

**5.3.3\*** Establish and operate in work areas at emergency scenes, given protective equipment, traffic and scene control devices, structure fire and roadway emergency scenes, traffic hazards and downed electrical wires, an assignment, and standard operating procedures, so that procedures are followed, protective equipment is worn, protected work areas are established as directed using traffic and scene control devices, and the fire fighter performs assigned tasks only in established, protected work areas.

**(A) *Requisite Knowledge:*** Potential hazards involved in operating on emergency scenes including vehicle traffic, utilities, and environmental conditions; proper procedures for dismounting apparatus in traffic; procedures for safe operation at emergency scenes; and the protective equipment available for members' safety on emergency scenes and work zone designations.

**(B) *Requisite Skills:*** The ability to use personal protective clothing, deploy traffic and scene control devices, dismount apparatus, and operate in the protected work areas as directed.

**A.5.3.3** The safety of responders operating at an emergency scene is a key concern and one of the primary skills that the fire fighter must develop. Operations on roads and highways, on scenes where visibility is restricted, or where utilities can be unstable present a significant risk to the fire fighter as they dismount from apparatus and initiate emergency operations. Special protective equipment and constant attention to potential hazards is essential.

Fire fighters can be assigned to direct the movement of traffic at the scene or set up flare or cone lines either independently or in conjunction with law/traffic enforcement officers. A fire fighter assigned to this duty (either briefly or until the incident is under control) should understand the proper techniques to control traffic and the appropriate use of protective clothing and signaling equipment.

Federal Law requires that Fire Department Standard Operating Procedures when operating on the roadway be in compliance with US DOT *Manual on Uniform Traffic Control Devices*.

## NFPA 1006 – Text from 2003 Edition

**8.1.2\*** Establish “scene” safety zones, given scene security barriers, incident location, incident information, and personal protective equipment, so that action hot, warm, and cold safety zones are designated, zone perimeters are consistent with incident requirements, perimeter markings can be recognized and understood by others, zone boundaries are communicated to incident command, and only authorized personnel are allowed access to the rescue scene.

**(A) *Requisite Knowledge:*** Use and selection of personal protective equipment, traffic control flow and concepts, types of control devices and tools, types of existing and potential hazards, methods of hazard mitigation, organizational standard operating procedure, and types of zones and staffing requirements.

**(B) *Requisite Skills:*** The ability to select and use personal protective equipment, apply traffic control concepts, position traffic control devices, identify and mitigate existing or potential hazards, and apply zone identification and personal safety techniques.

**A.8.1.2** The intent of this section is to establish working zones in, around, or near a working incident. It is expected that the established zones function with AHJ incident management systems currently in place.

Traffic control concepts include utilizing devices and resources such as law enforcement, fire services personnel, auxiliary police, cones, flares, lane markings, and flashlights to direct, restrict, or stop work as necessary to the movement of vehicular traffic in, around, or near a working incident, in order to protect victims and rescuers. The term *traffic control* also implies the control of pedestrians, rescuers, emergency vehicles, and equipment traffic.

[\(Note This material will be renumbered as 10.1.2 and A.10.1.2 in the 2008 Revision of the document. There are no proposed changes to the language.\)](#)

## NFPA 1021, 2003 Edition

### **Fire Officer I**

**4.6.2** Develop an initial action plan, given size-up information for an incident and assigned emergency response resources, so that resources are deployed to control the emergency.

**(A)\*** Requisite Knowledge. Elements of a size-up, standard operating procedures for emergency operations, and fire behavior.

**(B)** Requisite Skills. The ability to analyze emergency scene conditions; to activate the local emergency plan, including localized evacuation procedures; to allocate resources; and to communicate orally.

**4.6.3\*** Implement an action plan at an emergency operation, given assigned resources, type of incident, and a preliminary plan, so that resources are deployed to mitigate the situation.

**(A)** Requisite Knowledge. Standard operating procedures, resources available for the mitigation of fire and other emergency incidents, an incident management system, scene safety, and a personnel accountability system.

**(B)** Requisite Skills. The ability to implement an incident management system, to communicate orally, to manage scene safety, and to supervise and account for assigned personnel under emergency conditions.

**A.4.6** Emergency service delivery is the component of fire department organization providing mitigation of responses to emergency incidents, such as those involving fires, emergency medical situations, mass casualties, hazardous materials, weapons of mass destruction, and terrorism, as well as other emergency events.

**A.4.6.2(A)** Size-up includes the many variables that the officer observes from the time of the alarm, during response, and upon arrival in order to develop an initial action plan to control an emergency incident. These observations can include building type and occupancy, fire involvement, number of occupants, mechanism of injury, materials spilled or involved in fire, wind direction, topography, and demographics, among others.

**A.4.6.3** This requirement takes into consideration the officer's ability to give orders, direct personnel, evaluate information, and allocate resources to respond to the wide variety of emergency situations the fire service encounters.

### **Fire Officer II**

**5.6.1** Produce operational plans, given an emergency incident requiring multi-unit operations, so that required resources and their assignments are obtained and plans are carried out in compliance with approved safety procedures resulting in the mitigation of the incident.

**(A)** Requisite Knowledge. Standard operating procedures; national, state/provincial, and local information resources available for the mitigation of emergency incidents; an incident management system; and a personnel accountability system.

## Requirements Related to Traffic Safety From Current NFPA Codes and Standards

**(B) Requisite Skills.** The ability to implement an incident management system, to communicate orally, to supervise and account for assigned personnel under emergency conditions; and to serve in command staff and unit supervision positions within the Incident Management System.

### **Fire Officer III**

**6.6.1** Prepare an action plan, given an emergency incident requiring multiple agency operations, so that the required resources are determined and the resources are assigned and placed to mitigate the incident.

**(A) Requisite Knowledge.** Policies and procedures, resources, capabilities, roles, responsibilities, and authority of support agencies.

**(B) Requisite Skills.** The ability to use evaluative methods, to delegate authority, to communicate orally and in writing, and to organize plans.

[\(Note: There are no proposed changes to the language in the proposed revision of the document in the 2008 cycle.\)](#)

## NFPA 1500, 2007 Edition

### **8.7\*** Traffic Incidents.

**A.8.7** For additional information on establishing safe practices at highway incidents, see the NFSIMSC publication, *Incident Management System Model Procedures Guide for Highway Incidents*, the U.S. Fire Administration publication FA-272, *Emergency Vehicle Safety Initiative*, and the U.S. DOT publication, *Manual on Uniform Traffic Control Devices for Streets and Highways*, Chapter 6I.

**8.7.1** When members are operating at an emergency incident and their assignment places them in potential conflict with motor vehicle traffic, all efforts shall be made to protect the members.

**8.7.2** Each department shall establish, implement, and enforce standard operating procedures regarding emergency operations for traffic incidents.

**8.7.3** Apparatus and warning devices shall be placed to take advantage of topography and weather conditions (uphill/ upwind) and to protect fire fighters from traffic.

**8.7.4** Fire apparatus shall be positioned in a blocking position, so if it is struck it will protect members and other persons at the incident scene.

**8.7.4.1** When acting as a shield, apparatus warning lights shall remain on, if appropriate.

**8.7.4.2** All additional responding vehicles, when arriving on the scene, shall position beyond the traffic barrier unless their function requires placement before the barrier.

**8.7.5\*** One or more of the following warning devices shall be used to warn oncoming traffic of the emergency operations and the hazards to members operating at the incident:

- (1) Fluorescent and retro-reflective warning devices such as traffic cones
- (2) Federal Highway Administration (FHWA)-approved 48 in. by 48 in. retro-reflective signs stating “Emergency Scene Ahead” (with directional arrow overlay)
- (3) Illuminated warning devices such as highway flares
- (4) Other warning devices appropriate to warn oncoming traffic of the emergency operations

**A.8.7.5** Warning signs should be placed in the following sequence based on the expected on-scene time:

- (1) The initial arriving apparatus should deploy the sign as shown in “Phase A” in Figure A.8.7.5.
- (2) If the incident is expected to take longer than 15 to 30 minutes, a second sign should be deployed as shown in “Phase B” in Figure A.8.7.5, and the original “Emergency Scene Ahead” sign should be changed to the appropriate directional arrow.

**8.7.6** Warning devices shall be placed and utilized with proper considerations given to visual obstruction such as hills, curves, blind spots, or unusual localized weather conditions such as fog or rain.

## Requirements Related to Traffic Safety From Current NFPA Codes and Standards

**8.7.7** The first arriving unit shall ensure that traffic is controlled before addressing the emergency operations.

**8.7.8** Members shall position themselves and any victims in a secure area.

**8.7.9** Members shall park or stage unneeded fire apparatus and personal vehicles off the roadway whenever possible.

**8.7.10\*** When members are operating at a traffic incident and their assignment places them in potential conflict with motor vehicle traffic, they shall wear a garment with fluorescent and retro-reflective material visible from all directions.

**A.8.7.10** Members that operate on roadway incidents should be provided with vests or garments that ensure proper reflectivity such as a highly retro-reflective vest (strong yellow, green, and orange).

**8.7.11\*** Members used for traffic control purposes shall receive training that is commensurate with their duties and in accordance with any applicable state and local laws and regulations.

**A.8.7.11** Proper training on traffic control can be obtained from local or state highway departments, law enforcement, and other agencies involved with controlling the roadway traffic.