Major Scott Copley, Colorado State Patrol
and
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Cross Border Livestock Movement Controls and Permitting
Stop Animal Movement Statewide KS/OK

Bi-State Stop and Permit Movement Exercise

October 22, 2009
Exercise Goals

- Evaluate Functionality and Implementation of States’ Stop Livestock Movement order
- Evaluate Interstate and Intrastate Coordination and Communication relating to Stopping Movement
- Determine resource needs and requirements
- Achieve consensus between neighboring states about responding to a Stop Movement when the disease outbreak is not in an adjoining state
All participants knew that the scenario would involve an outbreak occurring in a NON adjacent state (Alabama)

- We hadn’t exercised this before
- New concept for other states also
- Understood that disease could travel quickly
  - Procedures existed in some states, but no real operational protocols or guidelines for what to do when it “happened somewhere else”
Different Goals Emerged

• Oklahoma used the exercise as an opportunity to train
  • Over 80 personnel worked at the Turpin Site
  • Over 30 Oklahoma City based state staff worked at the site
  • Less than 20 personnel worked at the Sitka site
• Kansas planners wanted to run the exercise “real time”
  • No assets were pre-staged
  • Only local or field staff “worked” the field site
• Safety of players and the public was the number 1 priority for both states
Critical Assumptions

- Livestock industry will cooperate
  - Their viability depends on the success of the movement control
  - Checkpoints established to screen based on risk
    - No regulatory inspections
    - Must be communicated to industry in the planning and response phases
- Industry will “shut down” on its own
  - Vehicles that go through checkpoints are en route to a destination at the time of the outbreak confirmation
  - Once outbreak is public, industry will self-govern
Interstate vs. Intrastate
Lessons Learned

- Cross border DOT coordination worked
  - Identified best locations
  - Reduced resource requirements
- Concept could be used for other contingencies
- *DOT workers will be the “screeners” on state and federal highways*
- *Agriculture emergency planners need to include state transportation officials in preparedness and response activities*
A Guide to Traffic Control of Rural Roads in an Agricultural Emergency
Lessons Learned

- Cellular coverage not available statewide for all providers
- Expect “Murphy” to make an appearance
  - T-1 for KDOT 800 MHz system was down
- Interstate and intrastate movement can be controlled multiple ways
  - Traffic Control Points
  - Road Closures
  - Detours
- Mixing strips/storage areas just one option
  - Parks, rest areas, etc.
Permitting Process

- Law Enforcement will NOT be looking into trailers for sick animals. Neither will veterinarians on site
  - Time will be critical in moving livestock on through checkpoints for the sake of the animals
  - Risk assessment will come through the process of filling out the movement permit
- Law Enforcement will NOT be conducting enforcement activities
  - Previous exercise = 30 Minute average wait
  - SAMS KO = 8 Minute average wait
Three options for permitted vehicles:
• Return to point of origin
• Continue to destination
• Divert to holding area
Lessons Learned

- **Coordination with border states is critical**
  - **Must have consistent permitting procedures**
  - **Animal health officials must agree on protocols**
- Data Management
  - Need protocols for recording and tracking permits
    - Issued permits weren’t tracked
      - Piled up in patrol cars
      - Difficult to sort through when the situation changed
    - (New outbreak area – Risk changes)
  - **Movement order not shared with HP/DOT**
Lessons Learned

- Common Operating Picture is necessary
  - Need to improve flow of communications between EOCs & checkpoints
  - “Black Hole” of information across state line
- Animal Health Officials need to consult with law enforcement when developing permits and procedures
  - Content
  - Flow
- Agriculture emergency planners need to include troopers and other law enforcement representatives in preparedness and response activities
The Improvement Plan

- Agencies are continuing to refine plans and procedures
  - Revise permit form
  - Develop State level SOP for movement control
- Agencies partnering with the Extension Disaster Education Network to coordinate future training
- Agriculture awareness training offered at law enforcement training facilities
Livestock/Agriculture Checkpoint Locations
Kansas/Colorado Border

Colorado: Troops 3B, 1A, and 2C and Kansas: Troops D and E

State/Federal Highways and Traffic Counts

1. K-51 (110/30)
2. U-160 (295/75)
3. HWY 116 Colorado HWY; Stanton County Kansas County Road
4. U-50 (1570/580)
5. K-96 (490/160)
6. U-40 (500/130)
7. I-70 (8030/2710)
8. U-36 (530/150)
Proposed Plan

- K-51 Reroute to U-54 or U-160
- (KS) U-160 Checkpoint at K-27 Junction at mixing strip or at COOP in Saunders.
- HWY 116 in Colorado reroute to U-50
- (CO) U-50 Checkpoint at rest area
- (CO) K-96 Checkpoint near Towner
- (KS) U-40 Rest area on west edge of Weskan
- (Split) I-70 KS side (east bound) at Port of Entry at mile post 1
- (KS) U-36 KDOT facility on west edge of St. Francis

Points to consider/address

- Are the checkpoint locations suitable?
- Is rerouting traffic reasonable?
- What would the plan be to reroute traffic?
- Personnel and logistical needs considering checkpoint locations and traffic volume.
Multi-State Partnership for Security in Agriculture
Emergency Agriculture Movement Control
Checkpoint Selection Guidance

• Starts with State Animal Health Officials Agreeing on Common Philosophy
• Local Knowledge and Input is Vital
  • They will be implementing the system.
• Try to Keep the Same Planning Team
  • Prevents you from starting over each time a new member(s) joins the team.
Emergency Movement Permit

1. Date: _______ Time: _______ AM □ PM □ Checkpoint: __________

2. Vehicle: ________________ (make & model) / (tag #) / (state) / (make & model) / (tag #) / (state)

3. Vehicle USDOT #: ___________ Driver’s license #: ___________ State: ___________

4. Driver: ______________________ (name, phone, street address, city, state, clear physical directions if no physical address)

5. Animal health/shipping document, issuing state and associated document number: __________

6. Load contents: __________

7. Origin premises ID #: __________ Destination premises ID #: __________

8. Origin: ______________________ (name, phone, street address, city, state, clear physical directions if no physical address)

9. Destination: ___________________ (name, phone, street address, city, state, clear physical directions if no physical address)

10. Owner: ______________________ (name, phone, street address, city, state, clear physical directions if no physical address)

11. Has the shipment originated from or passed through an area identified in the Movement Control Order? □ Yes □ No ☑

   If yes, contact the local emergency manager and driver to the nearest offload area.

   Proceed to an Offload Site? □ Yes □ No ☑ Name/ID of Offload Site: __________

12. Return to Point of Origin □ Yes ☑ □ No

   Proceed to Intended Destination □ Yes □ No

13. Route to final destination: __________

14. Signature of driver: ___________ Printed name of driver: ___________

   By signing this document the driver acknowledges and agrees to abide by the requirements of this permit.

   Disobeying requirements of this movement permit may result in a fine and/or imprisonment.

   For questions regarding this permit, please contact [INSERT STATE CONTACT AND PHONE #]

15. Signature of issuer: ___________ Printed name of issuer: ___________

Distribution: White to issuer □ Blue to state □ Yellow to transporter □ Green to ________

July 15, 2011 (v.1.0)
EMERGENCY MOVEMENT PERMIT

INSTRUCTIONS:

1. Date and time (AM or PM): Insert the date and time when the permit was issued.
2. Enter the vehicle's make, model, and license number, followed by the owner's name and address. Include the name and address of the permit holder.
3. Insert the vehicle's UNLOAD number, the driver's license number, and the state of issuance. The UNLOAD number is a unique identification number assigned to each vehicle. Include the UNLOAD number, the state of issuance, and the name of the owner.
4. Provide contact information for the vehicle driver, including the phone number, email address, and physical address.
5. Include the names of all resident holders permitted to use the vehicle.
6. A description of the contents of the vehicle and trailer, including the type and quantity of the cargo. Indicate if the vehicle is carrying hazardous materials.
7. List the permit identification number for either the origin of the load, the destination of the load, or both, if applicable. If there are multiple origins or destinations, list the applicable number for each.
8. List the points of origin or destination. Include the names and addresses of the origin or destination, the city or state, and the distance from the origin or destination. Include the names and addresses of the points of origin or destination.
9. List the information regarding the initial destination of the load. Include the name and address of the destination, the city or state, and the distance from the origin.
10. List the information regarding the final destination of the load. Include the name and address of the destination, the city or state, and the distance from the origin.
11. Include the name and address of the owner of the vehicle. Include the name and address of the person or company responsible for the movement of the load.
12. Indicate if the load should be kept at a specific site or if it can proceed to its destination. This decision will be based on the criteria specified in the movement control plan. The appropriate check box must be selected for each option. At the end of the movement process, the checkpoint departure time, the entry to the farm, and the exit to the road will need to be recorded.
13. If there is a description of the planned route of travel, indicate the route, the route of origin or destination, and the distance to the checkpoint. Indicate the name and address of the checkpoint, the name of the person in charge of the checkpoint, and the name of the person who issued the permit.
14. Have the driver sign the permit and indicate the date and time the permit was issued. Include the name and address of the person who signed the permit.
15. Print and sign your name as issuing agent.
<table>
<thead>
<tr>
<th>Step</th>
<th>What Occurs</th>
<th>Who is responsible</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Draft written order (see example in attachment #1)</td>
<td>KDA Legal</td>
</tr>
<tr>
<td>2.</td>
<td>Coordinate with border state animal health officials to ensure orders are de-conflicted (email draft to SAHO’s – conference call – see attachment #2 for contact information and conference call instructions)</td>
<td>Animal Health Commissioner and Animal Health Emergency Planner</td>
</tr>
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<td>3.</td>
<td>Issue media release</td>
<td>Communications Director</td>
</tr>
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<td>4.</td>
<td>Distribute order and media release to stakeholders (listed in attachment #3)</td>
<td>KDA Marketing Team</td>
</tr>
<tr>
<td>5.</td>
<td>Statewide distribution of order and media release to local emergency managers and ESF Coordinators</td>
<td>SEOC</td>
</tr>
<tr>
<td>6.</td>
<td>Call KHP and KDOT to ensure order is received and understood</td>
<td>KDA Emergency Management Coordinator</td>
</tr>
<tr>
<td>7.</td>
<td>Distribute order and media release to KHP Troop Commanders and All Law Enforcement</td>
<td>KHP Representative in SEOC</td>
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<td>8.</td>
<td>Distribute order and media release to KDOT District Engineers</td>
<td>KDOT Representative in SEOC</td>
</tr>
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<td>9.</td>
<td>Notify Task Force leaders to activate checkpoint operations</td>
<td>KDEM/KHP</td>
</tr>
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<td>10.</td>
<td>Monitor Checkpoint Status in WebEOC</td>
<td>KDA IRT - Ops?</td>
</tr>
<tr>
<td>11.</td>
<td>Turn on KDOT Message boards (see protocol in attachment 4)</td>
<td>KDOT Representative in SEOC</td>
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State Level SOG Contains:

- Movement order verbiage and instructions
- Checklist with responsible position to enact order
  - Border state SAHO contact info
  - Conference call instructions
- Message Board contents and instructions for activating
- Checklists for notification of stakeholders
- Local SOG template
Specific Checkpoint SOG Contains:

- Task Force Structure
- Contact information for task force personnel
- Contact information for resources
- Example Safety Briefing
- Permit and instructions
- Go kit contents
- Checklists for each checkpoint position
- Personal Decon Instructions
MEMORANDUM OF UNDERSTANDING

BETWEEN

Colorado Department of Agriculture

AND

Kansas Department of Agriculture
Multi-State Partnership for Security in Agriculture

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