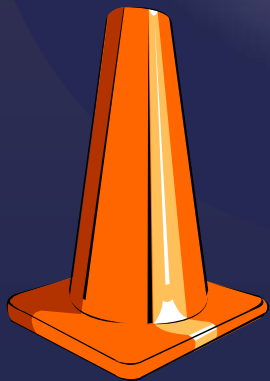
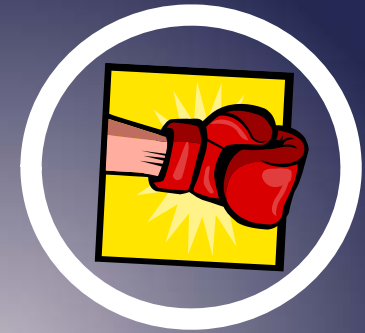


Major Scott Copley,
Colorado State Patrol
and
Captain Eric Pippin,
Kansas Highway Patrol



Cross Border Livestock
Movement Controls and
Permitting

SAMS K



Stop **A**nimal **M**ovement
Statewide **K**S/**O**K

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*

Exercise Scenario

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***

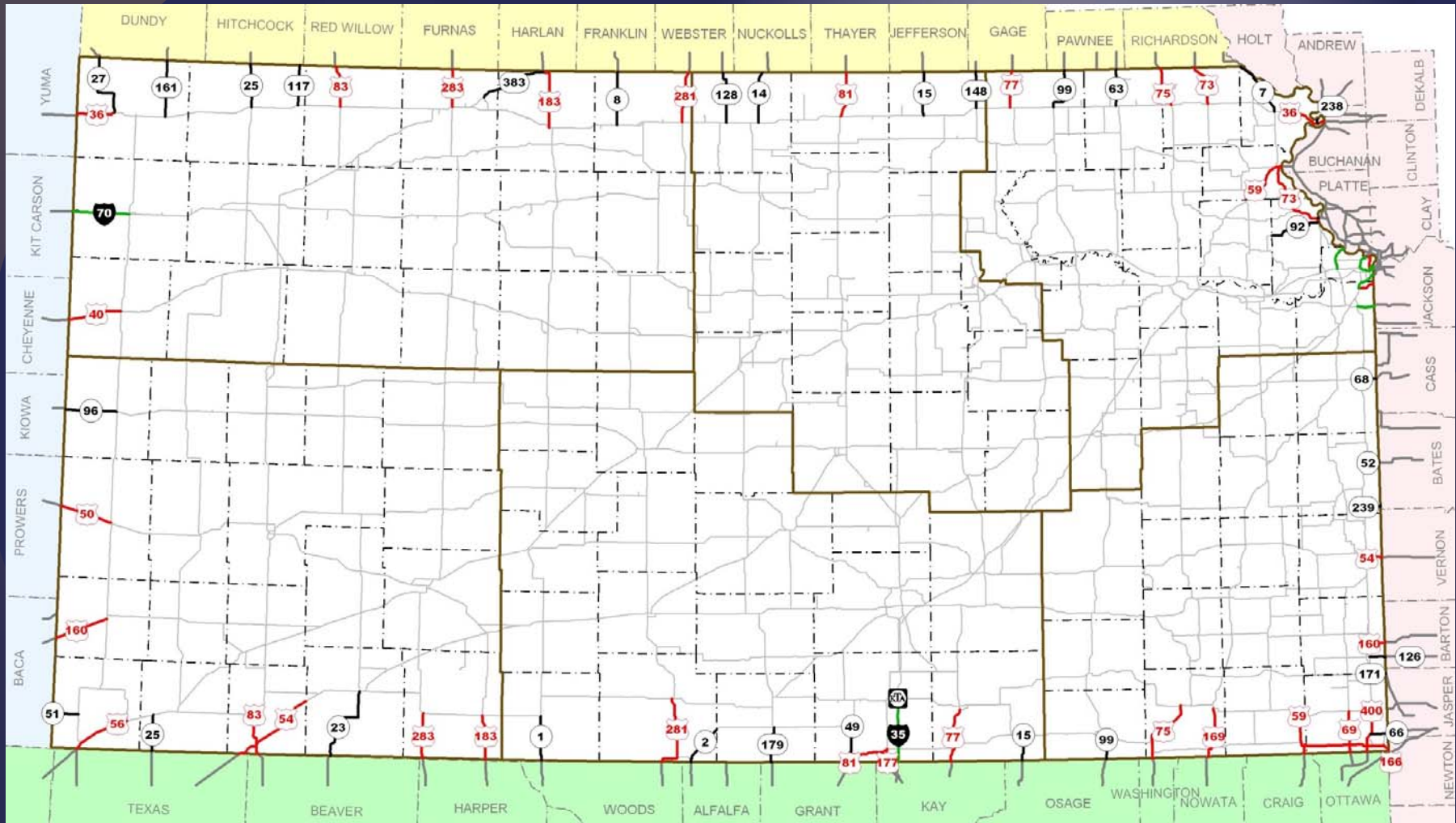
Critical Assumptions

- 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

Exercise Venues

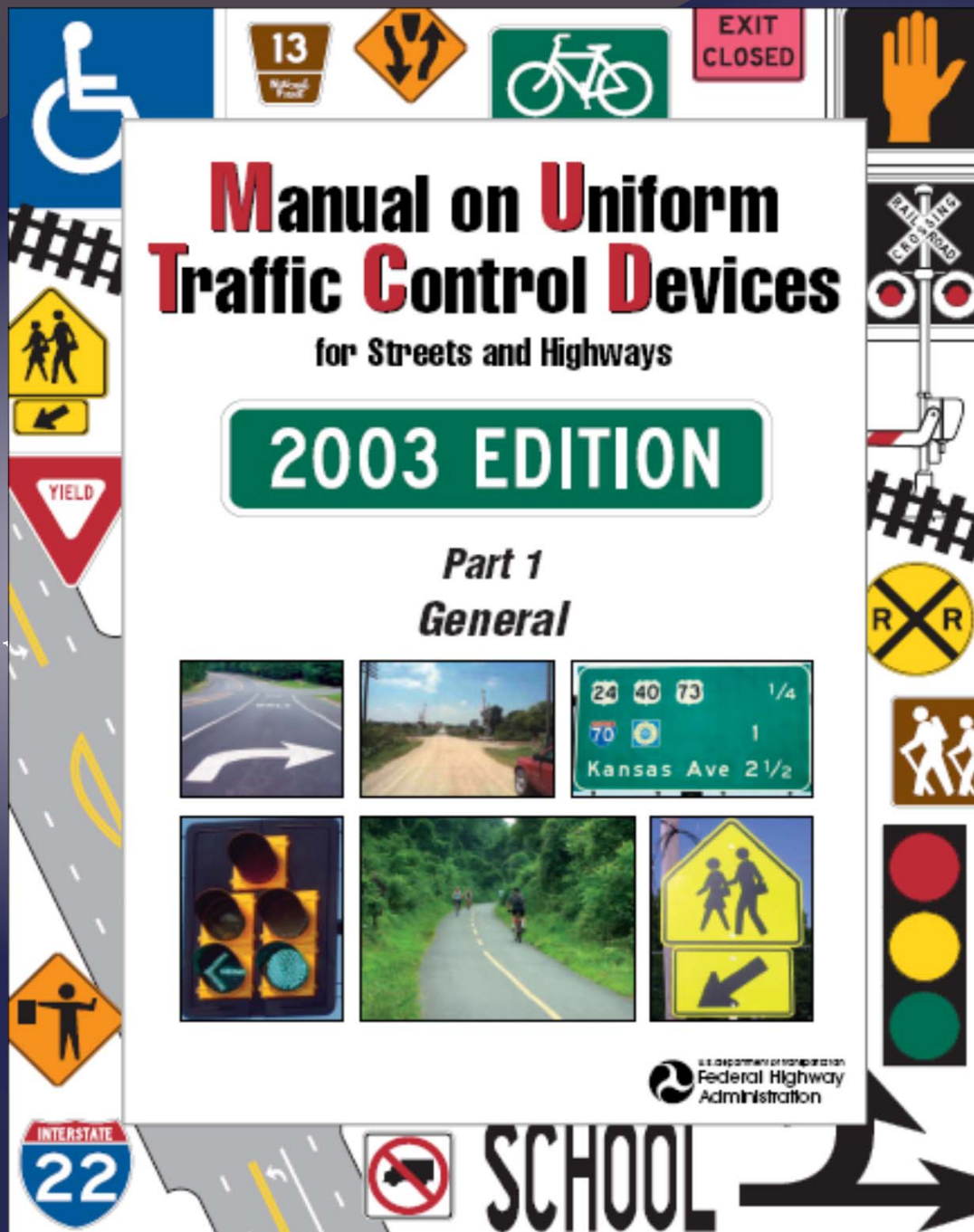


Interstate vs. Intrastate



Lessons Learned

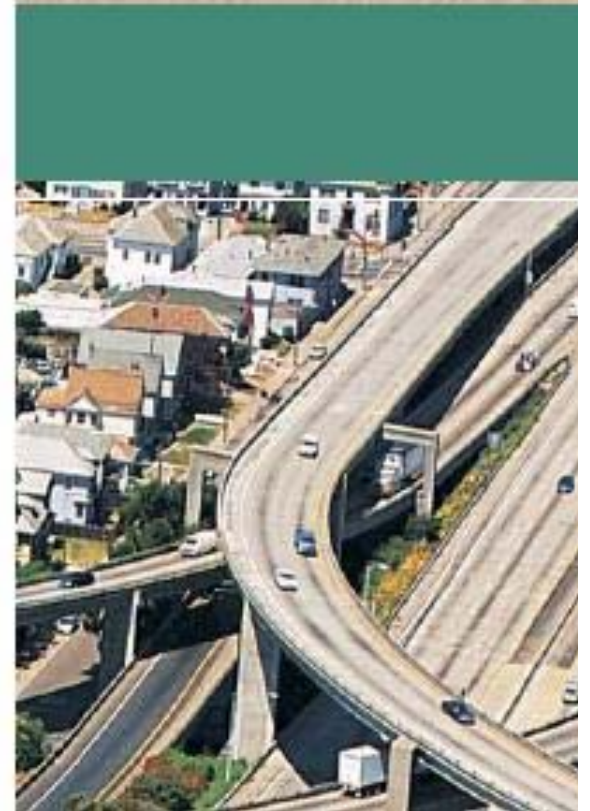
- Cross border DOT coordination worked
 - Identified best locations
 - Reduced resource requirements
- Concept could be used for other contingencies
- *DOT workers will be the “screeners” on state and federal highways*
- *Agriculture emergency planners need to include state transportation officials in preparedness and response activities*



NCHRP

REPORT 525

**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

Permit Decisions

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.

Movement Control Order Version: _____

Permit Number: **[pre-printed & sequential]**

[INSERT STATE] EMERGENCY MOVEMENT PERMIT

1. Date: _____ Time: _____ AM PM Checkpoint: _____
2. Vehicle/: _____ / _____ / _____ / _____ / _____ / _____
Trailer (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 divert 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

Time of checkpoint departure
_____; _____ AM or PM

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 (v1.0)

EMERGENCY MOVEMENT PERMIT

---INSTRUCTIONS---

1. Date and arrival time at checkpoint, check AM or PM. List the highway, mile marker and the checkpoint name.
2. Enter the vehicle make and model, its license tag number and the state of licensure; then enter the same series of information for the trailer, if the vehicle is towing a trailer.
3. Enter the vehicle's USDOT number, the driver's license number and state. Companies that operate commercial vehicles transporting passengers or hauling cargo in interstate commerce must be registered with the Federal Motor Carrier Association and must have a USDOT Number. The following states require all registrants of commercial motor vehicles, even Intrastate and non-Motor Carrier registrants, to obtain a USDOT Number: Alabama, Alaska, Arizona, Colorado, Connecticut, Florida, Georgia, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New York, Nebraska, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, Tennessee, Texas, Utah, Washington, West Virginia, Wisconsin, and Wyoming.
4. Provide contact information for the vehicle driver (name, phone, street address, city, state, clear physical directions if no physical address).
5. List the names of all animal health papers and/or shipping documents examined. Provide the name of the issuing state and any document number associated with each document reviewed.
6. Enter a description of the contents of the vehicle and/or trailer, applicable to the movement control order (e.g., animals [number and kind], feed type [hay, grain, silage, etc.], and/or equipment [livestock panels, squeeze chute, skid steer loader], etc.).
7. List the premises identification number for either the origin of the load, the destination of the load, or both; if available. If there are multiple origins or destinations, list the applicable number for each.
8. List information regarding the point of origin of the load. The "point of origin" means the place where the contents of the vehicle and/or trailer were loaded. The listed information should include a contact name for the point of origin, a contact phone number, and the physical address of the location; if an address is not known, provide a written description of the location.
9. List information regarding the final destination of the load. The listed information should include a contact name for the destination, a contact phone number, and the physical address of the location; if an address is not known, provide a written description of the location.
10. Provide contact information for the owner of the load, relative to items covered by the movement control order (name, phone, street address, city, state, clear physical directions if no physical address).
11. Must be answered "Yes" or "No." If "Yes," the load must be diverted to the temporary holding area/diversion site for the checkpoint. Answer "Yes" or "No" for "proceed to an offload site." List the name or other identification for the offload site. The driver may require an escort to the holding area/diversion site.
12. Indicate if the load should return to its point of origin or if it can proceed to its intended destination. This decision will be based on the criteria specified in the movement control order. The appropriate check-box must be "checked" for each question. At the end of the screening process, list the checkpoint departure time in the box to the left of Question 12.
13. List a description of the planned route of travel, either the return to the point of origin, or to the original destination. Drivers who must return to their points of origin should be encouraged to return over the same route that brought them to the checkpoint.
14. Have the driver sign the permit and emphasize that by signing the permit the driver understands the conditions under which the permit was issued, the requirements of the permit and the possible penalties for violating the permit.
15. Print and sign your name, as issuing agent.

IF YOU, THE ISSUER, HAVE ANY QUESTIONS REGARDING INTERPRETATION OR THE APPLICATION OF THE CONDITIONS OF THE MOVEMENT CONTROL ORDER, CONTACT THE STATE ANIMAL HEALTH OFFICIAL FOR CLARIFICATION OR GUIDANCE.

Distribution: White to issuer Blue to state Yellow to transporter Green to _____
Jan 15, 2011 (v1.0)



Standard Operating Guide

Division of Animal Health

KDA-DAH-001

Subject: State Border Movement Control

Initiating a Movement Control Order

Step	What Occurs	Who is responsible?
1.	Draft written order (see example in attachment #1)	KDA Legal
2.	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)	Animal Health Commissioner and Animal Health Emergency Planner
3.	Issue media release	Communications Director
4.	Distribute order and media release to stakeholders (listed in attachment #3)	KDA Marketing Team
5.	Statewide distribution of order and media release to local emergency managers and ESF Coordinators	SEOC
6.	Call KHP and KDOT to ensure order is received and understood	KDA Emergency Management Coordinator
7.	Distribute order and media release to KHP Troop Commanders and All Law Enforcement	KHP Representative in SEOC
8.	Distribute order and media release to KDOT District Engineers	KDOT Representative in SEOC
9.	Notify Task Force leaders to activate checkpoint operations	KDEM//KHP
10.	Monitor Checkpoint Status in WebEOC	KDA IRT - Ops?
11.	Turn on KDOT Message boards (see protocol in attachment 4)	KDOT Representative in SEOC

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

Mark Shearer

Mark.shearer@iowa.gov

515-725-3206