



Message from the Co-Chairs

On February 6, 2014, the IPREM Steering Committee (SC) combined their quarterly meeting with a Strategic Review session. The meeting began by introducing Pat Quealey (incoming EMBC Assistant Deputy Minister) and a presentation by Doug Kelsey on TransLink’s Emergency Program. The meeting then confirmed IPREM’s Vision and Mission, updated the Goals, identified the SC Liaison responsibilities and the 2014-15 IPREM initiatives. From



IPREM Steering Committee: Front (Left to Right): John Leeburn (Local Co-Chair), Dorit Mason, Dirk Nyland, Jim Rule, (Local Co-Chair) and Lori Wanamaker (Provincial Co-Chair) Back (Left to Right): Shawn Carby and Jim Hofweber. Missing from Photo: Carol Mason

this, the 2014-15 Strategic Plan is being updated to reflect these changes and developed a work plan that focuses on the All Hazard Integrated Regional Concept of Operations and Regional Emergency Communications Strategy (Strategic Plan to be available on our [website](#) once finalized). Later this year, in preparation for the development of 2016-18 Strategic Plan, IPREM will undertake research and consult with stakeholders and regional committees.

IPREM will develop and recommend improvements to emergency management in Metro Vancouver by promoting the following goals:

- Professional, diverse, expertise based multi-disciplinary approach to emergency management
- Integrated planning encompassing the four pillars of emergency management
- Collaboration with all levels of government, public and private sector
- Identification and coordination of networks and shared systems required for effective emergency management
- Innovation and new concepts for more effective emergency management planning
- Engage the broader community in emergency management

IPREM Referenced in OAG Report

A recently released report from BC’s Office of the Auditor General (OAG), which reviewed Emergency Management BC’s (EMBC) *Catastrophic Earthquake Preparedness*, acknowledged the opportunity of extending an IPREM regional model for emergency management to other areas of the Province.

“This [IPREM’s formation] has been an important step in establishing the formal commitments and structures necessary to ensure that provincial and local authority plans are integrated and coordinated in Metro Vancouver. IPREM could become a model for cooperation between local governments elsewhere in the province”.

IPREM will continue to share our experiences with other regions to improve emergency management across British Columbia.

Vision

A disaster – resilient region where all levels of government and key stakeholders work together seamlessly

Mission

To develop and deliver a coordinated seamless regional emergency management strategy by an integrated concept of emergency operations and strategic priorities

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All Hazard Integrated Regional Concept of Operations

In December 2013, four Chief Administrative Officers (CAOs) and four Emergency Program Coordinators, tested the proposed Regional Concept of Operations model through a scenario based discussion using an extreme snowfall narrative (one of the identified regional hazards). In 1998 and 2006, Metro Vancouver experienced significant snow fall followed by extreme cold temperatures that caused widespread impacts to transportation, water quality and supply chain management. The focus of this workshop was to test **operating procedures** for EMBC's South West Provincial Regional Emergency Operating Centre (SWE PREOC) to activate the proposed Regional Advisory Group in order to recommend service restoration priorities for Metro Vancouver.

Workshop objectives confirmed:

- Regional Advisory Group should be activated:
 - by any member(s) of the Group.
 - when regional issues require coordination, prioritization and collaborative joint decision making.
- All members should participate from the onset of an emergency event. As the situation evolves, full participation may not be required.
- Flexibility in decision making is required based on the regional issues presented.



Further development of the model and planning for a second workshop/exercise in May 2014 is underway.

On February 6, 2014, the IPREM Steering Committee (SC) endorsed the following recommendation *“that the Regional Concept of Operations continue to be one of IPREM’s priority initiatives”*.

John Leeburn (CAO, Port Coquitlam) is the IPREM SC Liaison with Dorit Mason (Director, North Shore Emergency Management Office)/Pat Quealey (Assistant Deputy Minister, EMBC) as alternates.

Regional Emergency Communications Strategy

The IPREM Steering Committee confirmed that the Regional Emergency Communications Strategy will remain one of two IPREM priority initiatives. The analysis from the November 1, 2013, workshop, will include a set of recommendations and a draft document that outlines regional site support communication processes and procedures. Staff will conduct consultation on a draft Regional Emergency Communications Strategy later this month. The Strategy will propose high level direction and definition for the development of regional interoperability in Metro Vancouver.

Jim Rule (CAO, Maple Ridge) is the IPREM SC Liaison with John Leeburn (CAO, Port Coquitlam) as alternate.

Membership

Proposed members of the Regional Advisory Group include local and regional government Chief Administrative Officers within Metro Vancouver and representatives Emergency Management BC

Flexible Model

The concept for the Regional Advisory Group must be scalable, flexible and allow for members to meet in person and/or virtually



System of Systems

In the last issue of the IPREM Bulletin “communications” in the broad sense was discussed. In this issue, we will highlight the concept of a *system of systems*.

Regional emergency communications involves many different technologies that stakeholders use to communicate. This can include a combination of email, land-line phones, cell phones, satellite phones, fax machines, radios and the internet. A system of systems approach acknowledges this multitude of technologies and builds linkages between them.

An effective system of systems must move beyond the ability to technically connect devices (technical interoperability) and include several enabling factors (functional interoperability).

The [Canadian Communications Interoperability Continuum](#) organizes these linkages and enabling factors into five lanes: Governance, Standard Operating Procedures (SOP), Technology, Training/Exercise and Regular Usage. Although individually each lane plays an important role, together they promote multiple communication systems interacting in a flexible, yet predictable pattern; a virtual regional system, the benefits of which exceeds the sum of connecting its component systems (e.g. increased regional situational awareness, stronger working relationships and a better understanding of each other’s agencies).

Enabling Factors for System of Systems	
Governance	Provides authority and decision making structure(s), commits resources, establishes common expectations. <ul style="list-style-type: none"> • Internal • Informal agency coordination • Key stakeholders collaborating regularly • Formal regional structure
Standard Operating Procedures	Defines common behaviours and steps to communicate. <ul style="list-style-type: none"> • Internal SOPs • Common SOPs for planned events • Common SOPs for emergencies • Regional SOPs for emergencies
Technology	Provides a means to transfer information. Based on: <ul style="list-style-type: none"> • Common user requirements • Open standards • Leveraging existing technology
Education, Training and Exercises	Education: Teaches procedures and outlines expectations. Training and exercises: allows users to practice skills <ul style="list-style-type: none"> • Communication objectives included in all training and exercises • Communication specific training and exercise programs
Regular Usage	Encourages familiarity and retention of skills. Used during: <ul style="list-style-type: none"> • Planned events • Local emergency incidents • Regional emergency incidents • Daily use throughout region

(Based on the Canadian Communications Interoperability Continuum and outcomes of July 2011, IPREM workshop)

Functional Interoperability

The effective interaction of governance (authority), standard operating procedures, technology, training, exercises and regular usage to support the predictable exchange of information

Technical Interoperability

The ability for devices to communicate with each other. For example, radio’s ability to send and receive voice or data information from each other



Possible Streams of Disaster Debris

- Construction & Demolition
- Hazardous Waste
- House Hazardous Waste
- Personal Property/ Household Items
- Putrescent
- Soil, Mud, Sand
- Vegetative
- Vehicles & Vessels
- White Goods

(Source: [FEMA](#))

Regional Disaster Debris Management

By dividing tasks amongst the Regional Disaster Debris Management (RDDM) Working Group, we are moving towards a set of regional disaster debris guidelines. This will include: streams (types) of debris, site selection criteria, and processing options. Subject Matter Experts will be engaged to develop content for the guidelines.

Upon completion of the guidelines, IPREM will then work on components of the Regional Disaster Debris Management Plan. A RDDM program owner must still be identified and once a program owner is in place, IPREM will revisit its role with this initiative.

Jim Hofweber (Executive Director, Ministry of Environment) is the IPREM SC Liaison with Shawn Carby (Executive Director, Ministry of Health) as alternate.

Regional Hazard/Risk Assessment

This initiative was officially completed on December 19, 2013, when Local Authorities in Metro Vancouver received the report *Regional Hazards Impacting Metro Vancouver—An Analysis*.

On February 6, 2014, the IPREM Steering Committee endorsed the following recommendations:

- That the list of *Analyzed Regional Hazards with the Greatest Potential Impacts to Metro Vancouver* be collaboratively revisited every 3 to five 5 by an integrated group of emergency management stakeholders from across the region.
- When identifying new initiatives, IPREM consider further analysis of the regional hazards to include identification of impacts, consequences and vulnerabilities, assess capabilities to respond to and recover from, and identify regional gaps.

This initiative would not have been made possible without the resources provided by Local Authorities and Stakeholders, support from Subject Matter Experts, participants in the hazard workshops, host venues (City of Burnaby and Justice Institute of British Columbia), and Defence Research Development Canada for providing the initial model and guidance throughout the process.

Disaster Response Routes

Over the past several months IPREM and other partners, have been discussing the future direction for Disaster Response Routes (DRR) and IPREM's continued involvement. There are several DRR decisions that need to be made, which extend beyond the borders of Metro Vancouver, and are therefore beyond the mandate of IPREM. Recognizing this, we have been working closely with EMBC, Ministry of Transportation and Infrastructure (MoTI) and the Capital Regional District to develop a provincial structure for DRRs, which would include regional participation. While the chairs of both the provincial and regional groups will be periodically elected by members, MOTI has agreed to chair both groups at this time.

While IPREM will no longer lead the development of DRRs, we will continue to provide support as a member of the Lower Mainland Regional Working Group.

