

EMERGENCY ADVISORY COMMITTEE

June 13, 2018 - 5 p.m.
Boardroom A, City Hall

MINUTES

VOTING MEMBERS PRESENT:

Councillor Chuck Puchmayr	- Chair and Council Member
Michael Cahill	- Community Member
Hennisea Hoy	- Community Member
Vickie Turvey	- Community Member
Jenette Ziegler	- BC Ambulance Service Representative

MEMBERS REGRETS:

Wendy Bowyer	- New Westminister Police
Matt Brito	- School District #40 Representative
Bryan Larrabee	- Community Member
David Lowe	- St. John Ambulance Representative
Nicholas Page	- Community Member

STAFF PRESENT:

Chief Tim Armstrong	- NW Fire & Rescue Services Representative
Deputy Chief John Hatch	- NW Fire & Rescue Services Representative
Carilyn Cook	- Committee Clerk

GUESTS:

Brian O'Dwyer	- Community Member
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The meeting was called to order at 5:11 p.m.

1.0 ADDITIONS/DELETIONS TO THE AGENDA

1.1 Adoption of the June 13, 2018 Agenda

MOVED and SECONDED

THAT the June 13, 2018 Emergency Advisory Committee agenda be adopted.

CARRIED

All members of the Committee present voted in favour of the motion.

2.0 ADOPTION OF MINUTES

2.1 Adoption of the April 18, 2018 Minutes

MOVED and SECONDED

THAT the minutes of the April 18, 2018 Emergency Advisory Committee meeting be adopted as circulated.

CARRIED

All members of the Committee present voted in favour of the motion.

3.0 PRESENTATIONS

There were no items.

4.0 UNFINISHED BUSINESS

There were no items.

5.0 NEW BUSINESS

There were no items.

6.0 REPORTS AND INFORMATION

6.1 New Westminster Emergency Management Office

Chief Tim Armstrong, New Westminster Fire & Rescue Services, advised that with the recent freshet, Level 1 Emergency Operations were activated as higher than normal flows this side of the Mission gauge were anticipated. He explained that once the Gauge is over 6m, dyke patrols start, and if it rises over 7m, then 24 hours a day patrols commence. Regular communication was maintained with the Inn at the Quay with respect to possible flooding in the underground parkade, which would have been evacuated if deemed necessary.

Chief Armstrong stated it was a good exercise that brought City staff together and served as a reminder for us to take emergency management seriously. He added that other recent events requiring use of resources and involved staff working together included the windstorm of two years ago, as well as the collapse of the Arenex roof last year.

With respect to messaging during emergency events, Chief Armstrong informed members that Alert Ready (Emergency Alert System) is up and running, although local governments must go through Emergency Management BC (EMBC) to get emergency messaging out, creating a time delay. The Alberta Emergency Management Agency (AEMA) strongly advocates that we lobby the Provincial Government to allow local government access for local messaging; however, the

Province is concerned that people may get mixed messages, i.e. they put out one message and local government puts out a contradicting message.

Chief Armstrong explained that with the Rapid Notify system, people had to register for alerts and the onus was on them to keep the database up to date when they moved, changed phone numbers, etc., making the system constantly out of date. Alert Ready, however, is intrusive – you cannot opt out – it will overtake cell phone networks, radio, TV, etc. to get the alert to you. The Federal Government owns the notification system and each province manages it and has the authority to determine how it is run and whether or not local governments have access to it. Alberta has allowed all local authorities to have access to the system which, amongst other things, eliminates the time delay.

It was discussed that an emergency resolution could be taken to the Union of BC Municipalities (UBCM) for consideration at the September convention and the following motion was passed:

Moved and seconded

That the Emergency Advisory Committee request that Council approve the Union of BC Municipalities (UBCM) resolution as follows, to ask the Provincial Government to provide access to the Alert Ready (emergency alert) system to local governments in order to allow them to broadcast critical and potentially life-saving alerts to residents of their respective municipalities via Canadian radio, TV, and other applicable methods:

Whereas the emergency Alert Ready system used in the Province of British Columbia provides warnings related to major disasters of a potential life threatening nature such as Tsunamis and Earthquakes; and,

Whereas local governments would benefit greatly if this system could provide rapid, local access for major local emergencies;

Therefore be it resolved that the UBCM work with the Province of British Columbia to provide access to the Alert Ready (emergency alert) system to local governments in order to allow them to broadcast critical and potentially life threatening alerts to residents of their respective communities using the framework of the Alert Ready System.

Carried.

All members present voted in favour to the motion.

The discussion continued as follows:

- Councillor Puchmayr will contact the EMBC for further clarification as to the reasoning behind the Alberta Provincial Government providing access to the system to local governments; and,
- There are other companies that offer this type of system; however, they often have zones (for instance, a one-mile radius around a building, etc.), and again people have to register.

With respect to off-duty first responder availability and accessibility during disaster situations, Chief Armstrong provided the following comments:

- The majority of first responders in the lower mainland do not live in the community they work in, most live out towards the Fraser Valley;
- Emergency Medical Responders are employed by one entity: the BC Ambulance Service (BCAS), whereas firefighters are employed by the fire department in the municipality in which they work hence fire departments do not work collectively;
- The best way to move resources, both human and otherwise is by water;
- Nodes, also known as muster stations, need to be accessible to first responders either by rail, land, or water; and,
- The military regiment based in the City would receive commands from Ottawa, with respect to disaster assistance.

With respect to a possible evacuation, staff and Committee members provided the following comments:

- With respect to equipment, cots, and items necessary for lodging a large number of people during a disaster situation, staff advised that Queen's Park has the ability to bed 200 people and the City would determine how close the disaster area is to other City facilities and then verify that they are safe for use;
- Chief Armstrong agreed to reach out to Chief Jones of the New Westminister Police Department (NYPD) with respect to the equipment aspect of disaster relief, noting that emergencies fall under the Fire Department, however, Emergency Social Services (ESS) falls under the NYPD as it is tied to victim services. Chief Armstrong will communicate the outcome directly to Ms. Turvey and Councillor Puchmayr; and,
- Chief Armstrong stated that once a task number is assigned by the Provincial Government, residents would receive coverage for three days at local hotels.

6.2 New Westminister Fire & Rescue Services (NWFRS)

Chief Armstrong shared that NWFRS has been working with the railways in relation to the transportation of dangerous goods through the community, adding that the Rail Association of Canada regulates short line rail systems. He advised that as a short line carrier, Southern Rail only makes short hauls, and that part of

their mandate is to exercise and be evaluated in their procedures, especially after the Lac Mégantic disaster.

Chief Armstrong informed the group that Burlington Northern Santa Fe Rail offered a number of seats for NWFRS members to attend Texas A&M's TEEEX Disaster City to learn about controlling and extinguishing hydrocarbon fuel fires and the various techniques available to deal with rail disasters.

Deputy Chief Hatch provided a brief presentation of the training that NWFRS members received at the TEEEX Brayton Fire Training Field in Disaster City, highlighting the following:

- Disaster City is used for training by first responders across North America, including agencies such as Homeland Security and the Federal Emergency Management Agency (FEMA);
- The purpose of the training was for members to be able to recognize and respond to accidental release or ignition of crude oil during transportation by rail through scenarios that mirrored the Lac Mégantic disaster on a much smaller scale;
- Training focussed on isolating valves and restoring them to a point where they can be turned off, thus eventually extinguishing the fire by cutting off the fuel source. An important take away from the training was that the objective is to eliminate the fuel source prior to extinguishing the fire;
- For derailments with no option to control the fuel source due to the nature of the railcar damage, the emphasis was to use the ARFFF Foam to smother the fire by eliminating the available oxygen. These types of fires are much more unstable and difficult to control;
- According to Transport Canada, the number of railcars that carry crude oil and diluted bitumen through British Columbia, increased from 41 in 2011 to 3,218 cars in 2013, and has steadily increased since then. In Lac Mégantic, 72 DOT111 railcars, which have a thinner outer shell, were involved in a derailment resulting in the deaths 47 people and untold environmental damage; and,
- The rail company involved in the Lac Mégantic tragedy was the Montreal, Main and Atlantic Railway which runs short line rails, similar to Southern Rail in our community;

Deputy Chief Hatch informed the Committee that on October 3, 2018, NWFRS will facilitate an Emergency Operations Centre activation of Level 2 dangerous goods exercise at the Southern Railway site next to the Quay.

Discussion ensued, and the following comments were made:

- Partners in the exercise include the Rail Association of Canada, as well as CP Rail, CN Rail, and Burlington Northern Santa Fe Rail;

- Quayside residents will be invited, as will the Delta Fire Department who have the training and equipment to respond to a rail disaster; this will enable us to have a mutual aid agreement with them. Port Moody may be invited to participate and critique the exercise as they have railways running through their community as well;
- Deputy Chief Hatch is working to secure a template from CP rail to create an exercise that would mimic the short lines that run across Canada;
- Vickie Turvey, Community Member, has offered to take part as an observer;
- Jenette Ziegler, BC Ambulance Services Representative, stated that paramedics would also be interested in participating in the exercise; and,
- Councillor Puchmayr advised that after the Lac Mégantic disaster a resolution came from this Committee to halt the use of DOT111 rail cars. The resolution went to the Federation of Canadian Municipalities (FCM) and then on to the Minister of Transportation.

Chief Armstrong made the following comments on hazardous disaster response:

- US border towns may be more apt to ask for assistance from us, than from Seattle, when it comes to dealing with a hazmat type disaster;
- During a training exercise, Watcom County created an off the grid hub for communication that could be utilized during disaster situations, and which included real time communication and data feeds;
- Whatcom County has a robust emergency operations facility with state of the art radio communications. Eventually, we will be able to communicate satellite to satellite with them from our Mobile Command Unit; and,
- The Committee was invited to hold the September 5th meeting in the Emergency Operations Room at Fire Hall 1 (Glenbrook) so everyone could see the communication technology currently being utilized by the City.

6.3 Fraser Health Service

In lieu of the Fraser Health Report, Ms. Ziegler provided the following update from the BC Ambulance Services with respect to C-spine immobilization techniques:

- BCAS is still using the Canadian C-Spine Rules; however, they have changed how patients are immobilized and no longer use the clamshell unless the patient is in full trauma. An unconscious, multi-trauma patient is still put onto the clamshell and then onto the stretcher;
- Global evidence has shown that full spinal immobilization may, in some instances, actually worsen the patient's condition as they are often left in the clamshell for an extended length of time which sometimes leaves patients with sores, etc.;
- Patients who have isolated traumas, for example from a rear-ender car accident, may be put in a hard collar and then place themselves on the stretcher

as a patient who is fully aware can limit their movements through pain. In the future, soft collars made be used for this purpose;

- Members agreed that NWFRS and the BCAS should training together with respect to dealing with spinal injuries;
- Ms. Zeigler will forward more information to Deputy Chief Hatch regarding the new spinal injury protocol; and,
- The BC Ambulance Service is still looking at current evidence on c-spine injuries.

6.4 New Westminster Police Services – No report was provided.

7.0 CORRESPONDENCE

There were no items.

8.0 NEXT MEETING

September 5, 2018 – Glenbrook Fire Hall

9.0 ADJOURNMENT

ON MOTION, the meeting was adjourned at 6:09 p.m.

Certified Correct,

Original Signed _____
Councillor Chuck Puchmayr
Chair

Original Signed _____
Carilyn Cook
Committee Clerk