

Multi-State Partnership for Security in Agriculture Emergency Agriculture Movement Control Checkpoint Selection Guidance

Introduction

This document presents guidance relative to the selection and operation of an agriculture movement control checkpoint. An agriculture movement control checkpoint is established to monitor and filter the movement of agricultural materials (i.e., animals, commodities and equipment) across an interstate or international border. The guidance provided is not intended to be all inclusive. The scope and detail of the information will serve as a roadmap for selecting and operating these types of checkpoints.

Locating Movement Control Checkpoints

The following list of considerations addresses important factors associated with effective movement control checkpoints. All of these criteria should be considered in selecting checkpoint locations. It is likely that some criteria may not be applicable or that circumstances may make them unattainable at a selected checkpoint. Movement control checkpoints should:

- Be identified prior to an emergency.
- Be located on public property or rights-of-way. If a checkpoint is planned for private property (e.g., a truck stop), the jurisdiction establishing the checkpoint will need a memorandum of understanding (MOU) with the property owner to facilitate access during an emergency. Issues that should be addressed in such an MOU include liability, compensation for land use and business loss, damage to property, etc.
- Be large enough to allow adequate spacing between vehicles being screened. This spacing is used to minimize the potential transmission of disease between vehicles awaiting screening. In 2001, in the United Kingdom, this spacing was 100 meters.
- Be large enough to accommodate the desired number of staff and the volume of traffic
 anticipated at the location. Space will be needed for worker parking and to allow safe working
 conditions around the stopped and moving vehicles.
- Be physically large enough to allow appropriate separation distance between vehicles waiting for screening. Separation distances will be dictated by the disease in question, the weather conditions and the practical limitations of available checkpoint locations.
- Be designed by state and local transportation departments. The establishment of effective traffic flow patterns at a checkpoint will be essential to its operation.
- Not be located contiguous to active agricultural operations that house potentially susceptible species. This will reduce the potential for disease spread from the checkpoint.
- Be useable in all types of weather. This is mainly in reference to road surfaces. Dirt or gravel
 roads or surfaces can become unsafe and in extreme conditions impassible when they are overly
 saturated, and they can be difficult to plow in heavy snows. A maintained road or other
 impermeable surface, preferably with a concrete or asphalt surface (vehicle travel, inspection and
 holding areas) is preferable.
- Have space and utilities for a mobile command center or office. An office or command center will be necessary to facilitate communication with incident command. Not only will voice

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- communication be required, but some capacity to send and receive documents electronically may be necessary. In addition, internet access may be required to interface with state-level incident tracking and reporting software.
- Be located along a major route of travel for agricultural products, livestock and poultry. State
 Departments of Transportation/Roads have traffic count information for federal and state
 highways. The operation of these checkpoints is likely to be personnel intensive. To allow the
 optimum application of personnel resources, checkpoints should be focused on major routes of
 travel. Secondary routes of travel may need to be blocked to divert all traffic through a
 checkpoint.
- Be located between the border and the first intersection inside the border to provide better traffic capture.
- Have an appropriate length of unobstructed view (sight distance) down all roads approaching the checkpoint. This is necessary to provide safe working conditions for flaggers and all traffic entering and exiting the checkpoint.
- Be located in areas that are relatively flat and straight. Flat areas that are straight are safer to stop traffic on. Locations that are on a curve or in hilly areas will need additional signage and other safety equipment.
- Have access to operational communication equipment. Checkpoint sites should be located in areas where cellular service or other communication service is available. If checkpoints will be expected to fax or email information to state offices, these services should also be convenient to the location.
- Have sufficient shoulder areas, turn lanes or other space where vehicles being screened can be pulled out of the main flow of traffic. This will allow through traffic to continue while providing adequate space for screening personnel to work in a safe environment.
- Be appropriate for cleaning and disinfection activities (see the Supporting Considerations Section). Every checkpoint should be set up with a contingency to clean and disinfect personnel and large agricultural vehicles if necessary.
- Not be located in a sensitive environment (e.g., surface water, wetlands, well head protection area, etc.).
- Not drain into a sensitive environment. This will prevent runoff from affecting any sensitive environments. Runoff from the checkpoint could carry nutrients, petroleum products and other damaging materials into the sensitive environments.
- Have good ground cover to increase infiltration, capture runoff and minimize the potential for creating muddy areas.
- Have access to potable water and a sanitary sewer. Potable water can be used for the checkpoint
 workers and potentially for cleaning and disinfection activities. Access to a sanitary sewer
 system could be used to dispose of spent cleaning and disinfection fluids.
- Have access to an electric power source. Electricity will be needed for lighting, communication, and cleaning and disinfection. The use of a drop service will require coordination with the local power company.
- Set up using criteria consistent with the requirements of the Manual on Uniform Traffic Control Devices (MUTCD). State and local highway/roads departments must operate under the MUTCD. Adherence to this standard provides uniform and safe traffic control checkpoints.

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Supporting Considerations

This section provides a general discussion of some of the operational issues associated with establishing and operating a movement control checkpoint.

Personnel

Movement control checkpoints will generally be situated on heavily traveled routes including state and federal highways. These points should be operated by sufficient personnel to allow safe and thorough stopping, screening, and diversion (if necessary) of target vehicles.

Law Enforcement:

Generally, it is advisable to have law enforcement officers associated with a movement control. If this is not possible due to limited resources, available law enforcement officers should be assigned groups of checkpoints that they can monitor and respond to quickly if requests for assistance are made. Possible law enforcement officials who could be utilized to support checkpoints include: state law enforcement, local sheriff's staff, local police, reserve law enforcement officers, conservation officers, park rangers and military police from the National Guard. These personnel can enforce applicable laws, including any state orders associated with the screening at a checkpoint.

Animal Health:

Most states will have at least one animal health professional at a checkpoint. This may be a local veterinarian or animal health technician or a member of a state veterinary reserve corps. In some instances, producers or livestock or poultry extension specialists may be appropriate. These personnel have the knowledge to answer animal and paperwork related questions from the personnel screening the vehicles.

Other Support:

Other support personnel may include county or state roads personnel to set up the checkpoint and conduct the vehicle flagging, and other available federal, state, county, or city personnel. Possible organizations that could be used for support include: fire department, county roads/transportation departments, and public works departments. Counties also can access citizen corps or other volunteer organizations as appropriate. If volunteer groups are utilized, the state and/or county attorney should evaluate volunteers' liability relative to assisting the county in the response to a livestock or poultry emergency. Every effort should be made to limit or remove associated liabilities for volunteers.

Cleaning and Disinfection:

Cleaning and disinfection (C&D) personnel should be available to a checkpoint if needed. Generally, staff conducting C&D will require training in the following areas: operation and maintenance of disinfection or cleaning stations, inspection of the efficacy of cleaning and disinfection actions, biosecurity, and foreign animal disease (FAD). Training in the latter two areas can be provided by local veterinary staff. This training will allow these personnel to: 1) make informed decisions regarding the need for, and adequacy of, disinfection; 2) have the background to identify possible disease spread vectors inside vehicles; and 3) conduct thorough, but quick, interviews with drivers and passengers t to identify other possible disease-spread threats.

Often, local fire and rescue personnel have had training in C&D. In some cases, these groups will have pre-established procedures for the set-up and operation of personnel and vehicle cleaning stations relative to a hazardous waste incident. HazMat Teams also are sources of C&D procedures. These

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procedures can be easily adapted to disinfection. These procedures will be directly applicable to the cleaning and disinfection needed at a traffic control point set up for a FAD response.

State resources may not be immediately accessible. It may be necessary to utilize local resources to initially set up and operate a checkpoint, having state personnel supplement or replace the local personnel once state assets become available.

Equipment

The following list identifies the general equipment that may be needed for each checkpoint:

- Barricades (plastic, concrete, metal, etc.).
- Signage: All signage on county, state or federal roadways must conform to the guidance of the MUTCD. Permanent message boards, operated in urban areas, or temporary (mobile) message boards may be useful in conveying information regarding the movement control order. Access to permanent message boards in urban areas will require coordination with the appropriate traffic management center. Depending on the local and regional demographics, it may be necessary to provide signage in several languages, in addition to English. Signage should be constructed of waterproof materials. The following bullets present examples of the general types of signage needed.
 - o Identifying the traffic control point.
 - o Identifying alternate detours.
 - o Explaining why the traffic control point has been established.
- Reflective vests.
- Shelter: Shelter for the personnel staffing the traffic control points, depending on the season, should provide protection against temperature extremes, winds, and precipitation.
- Lighting: Lighting should be established to mark the traffic control points and provide general area illumination for staff working at the traffic control points. Flashers attached to barriers or signs can be used to alert approaching travelers of the impending traffic control point. With any lighting system, it will be necessary to provide electricity, either with batteries, generators, or drop service from power lines. The use of a drop service will require coordination with the local power company.
- Communication: Each traffic control point should be provided a means of communication through the chain of command with the incident command (IC). Generally, this will consist of portable radios tied into the IC's frequency. Selection of radios should include consideration of local topographic and cultural interferences that could negatively impact transmission and reception. If line-of-sight or distance becomes a limiting factor, the use of portable antennas or repeater towers may be necessary. In some cases, pagers, cellular phones, citizen band radios, local amateur radios (Radio Amateur Civil Emergency Service [RACES]) or other devices will be appropriate. Whichever system is chosen, it must be compatible with other systems used in the Unified Command, and must have the bandwidth or capacity to function effectively during an emergency.
- Portable sanitary facilities: Since it is likely these services will be needed over an extended time, a cleaning and pumping schedule will need to be established.
- Animal welfare supplies: Depending on the season of the year and predicted weather, it may be necessary to provide equipment and supplies to maintain animal welfare at a checkpoint. In hot weather this will be most critical. Hot weather will require the establishment of shade structures and the ability to spray water on stopped animals for cooling purposes. Portable fans also may

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- be needed to cool poultry. Hogs are especially sensitive to heat; a 30-minute or longer checkpoint stop could result in increased mortality.
- General supplies: Tables, benches, chairs, potable water for workers, scoop shovels, trash receptacles, etc.

The following is a list of equipment that could be needed to support cleaning and disinfection activities. Three distinct classes of cleaning and disinfection equipment are discussed: personal protective equipment (PPE), equipment for cleaning and disinfection, and disinfectants.

- PPE: water, hard hat, safety glasses or face shield, rubber boots, rain suit (jacket and coveralls), cotton overalls or disposable coveralls, disposable synthetic impermeable under-gloves (nitrile, latex, etc.), disposable synthetic impermeable over-gloves (nitrile, rubber, etc.), heavy-duty over-gloves (cotton or leather), boot tray or bucket, 1- to 2-gallon hand-operated pressure sprayer, short-handled scrubbing brushes, and heavy duty plastic garbage bags.
- Cleaning equipment: agricultural brooms and shovels, vacuum cleaner (fitted with a high efficiency particle air filter on the exhaust), water, high- and low-pressure sprayer, power or fuel for sprayer, plastic sheeting (> 2 mil. thick), long-handled scrubbing brushes, sponges, buckets (pet wash), towels (disposable or cotton), heavy duty plastic garbage bags, covered dumpsters (roll-off bins), berming material (e.g., 4x4 posts, sand, sand tubes, sand bags, etc.), framing materials to build containment structures, sump pump and power supply, and drums or plastic totes to contain spent cleaning and disinfection fluids.
- Disinfectants: The choice of disinfectants will depend on the particular disease being addressed. State or federal veterinarians could be consulted during the local response planning process to identify specific disinfectants that could be used.
- Secure animal waste disposal options should be considered. All waste generated at the check point should be considered as contaminated. All waste should be covered upon deposition into a solid container and handled and disposed of in a known secure manner. If biologic sampling is to occur, proper facilities for secure disposal of "sharps" should be supplied.
- If the check point is to be located in an area rich in wildlife, particularly birds and small mammals, provisions for wildlife control may be required.

C&D Set-up Criteria

Large-scale C&D (i.e., vehicle washing) might not be conducted at checkpoints. The decision to plan for this scale of C&D will be made at the state-level and in some cases required, as stipulated in an existing cross-border support memorandum of understanding. This type of large-scale C&D activity is more likely at temporary holding areas (diversion sites). The most likely type of C&D necessary at a checkpoint will be associated with spot-C&D to scoop up and absorb materials falling or leaking from stopped vehicles. Personnel C&D also will occur: hand washing, boot washes, etc. This level of activity should be addressed in a movement control checkpoint operations guide.

The following information is provided as guidance for states that are planning to establish some level of large-scale C&D at a movement control checkpoint. The selection of an appropriate area to establish a disinfection station is critical. The operation of the disinfection station should not negatively impact the environment, and its location should provide easy access.

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The following is a checklist of considerations for selecting an appropriate location for a cleaning and disinfection station:

- Adjacent to or part of an existing traffic control point.
- Generally, flat to slightly sloping terrain that is large enough on either side to house the following: disinfection station, water supply, waste water containment, solid waste capture, sanitary facilities, parking for vehicles waiting for disinfection and for those that will not be disinfected. To increase efficiency, responders may not leave the quarantine zone in the same vehicle that transported them through the zone; rather, they will undergo personal disinfection and exit onto the non-quarantine side of the station to acquire transportation away from the response.
- The checkpoint should be operated under the same principles used in a quarantine or hazardous materials zone with the presumption that while on duty, responders may become contaminated with the agent that has necessitated the control effort. When reporting for duty, responders' vehicles should be parked in a secure clean zone outside the checkpoint. The staff entry/exit should be co-located near the staff parking area. At the end of a shift, responders should pass through a personal disinfection station located at the exit point from which they then are able to exit to directly access transportation away from the response.
- The site should not be located in a sensitive environment (e.g., wetlands, well head protection area, etc.).
- The site should not naturally drain into a sensitive environment.
- The site should have adequate ground cover to increase infiltration during precipitation and to minimize the potential for creating muddy areas.
- It would be beneficial if the site had access to potable water and a sanitary sewer.
- It would be beneficial if the site were adjacent to an electric power source. The use of a drop service will require coordination with the local power company.
- The site should be on a maintained road or other impermeable surface, preferably with a concrete or asphalt surface.
- The site should be close to sanitary sewers, burial trenches, areas where the surface soil is considered grossly contaminated, septic tanks or manure storages or other areas that could be used to properly dispose of spent disinfection fluid.
- When selecting a checkpoint site, consideration should be given in advance to the likelihood that a diseased or contaminated load may suddenly be identified at that checkpoint. A written guideline for such an eventuality should include directions on securing the subject vehicle and possible on- and off-site options for the disposition of the vehicle and its contents. Thought should be given to: enhancing the secure perimeter of the checkpoint; closing the checkpoint; diverting traffic to another checkpoint; and remediation of any contamination possibly deposited at the checkpoint.
- At the outset, the duration for which the checkpoint will operate will be unknown. Any advance planning should include all facets of restoring the site to its original condition, including cleaning and disinfection as necessary; repair of damages such as to lawns and pavement, and identity of the financially responsible party for such effort.

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