

# CROSS BORDER INTEROPERABILITY

## "THE GOOD, THE BAD AND THE UGLY"

2014 Statewide Interoperability Communications

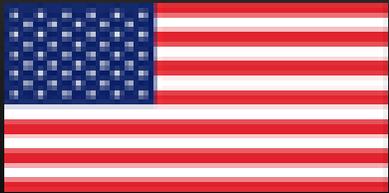
Training Conference

Wednesday February 12, 2014

# DETROIT PISTONS FIRE HEAD COACH MAURICE CHEEKS AFTER JUST 50 GAMES AT THE HELM

- There's talent. There isn't a team. There are pieces that can't properly mesh together until additional roster moves are made. But that was more than evident last summer. Yet Gores basically delivered a playoffs-or-else ultimatum following last season when he cut loose Cheeks' predecessor, Lawrence Frank.

# WHY IS INTEROPERABILITY IMPORTANT?



# BLUEWATER REGION A SHARED COMMUNITY



# WHO ARE WE? OUR BORDER REPRESENTS *TRILLIONS* OF DOLLARS TO NATION'S ECONOMY!



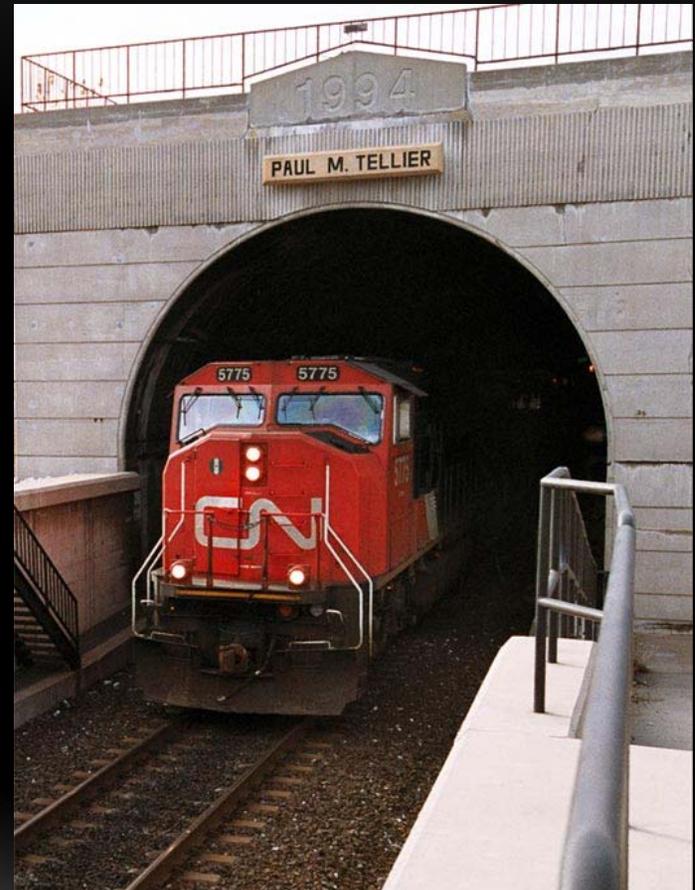
# BLUE WATER BRIDGE HAZARDOUS MATERIALS CROSSING FOR MIDWEST

- The #1 entry point for carriers of hazardous, radioactive and flammable materials between Michigan and Canada
  - The #2 entry point in the United States for hazardous materials imports
  - The #2 busiest northern border crossing in America
  - The #3 entry point for the entire North American continent
  - Crossing for 4,800 commercial trucks and 12,000 passenger vehicles daily and 5.8 million commercial and passenger vehicles annually



# CN RAIL TUNNEL

- The new CN International Rail Tunnel was built in 1995.
- In 2004 Port Huron at \$22 billion is the #1 rail port in North America
- The Tunnel accommodates all double stacked containers & multi-level automotive carriers at a height of 8.4 meters.
- The new tunnel cuts transit time by up to 24 hours to the mid-western U.S.
- The CN rail yard in Sarnia is the largest rail yard handling dangerous goods in the Great Lakes Region.
- The CN rail yard is also considered the second largest "international" rail yard in Canada carrying more freight than any other U.S. - Canada border rail crossing.



# TRANSPORTATION CORRIDORS



# REFINERIES & CHEMICAL PLANTS

- The Chemical Valley extends across the municipal boundaries of the City of Sarnia & the Township of St. Clair representing one of the largest grouping of petro-chemical industries and refineries in Canada.
- There are over 55 members of the Chemical Valley Emergency Coordinating organization with 25 consider major chemical Plants.
- These industries, pipelines, and transportation corridors account for 40% of the chemicals in Canada which represents 80% of the chemicals in Ontario.

## Industries Include:

- Air Products
- BP Canada
- Basell Canada
- Cabot Canada
- Dow Chemicals
- ENOS
- H.C. Starke
- Invista
- Imperial Oil
- LanXess
- Nova Chemicals (4 Sites)
- Praxair (2 Sites)
- Shell Canada
- Suncor
- Terra Nitrogen

Market potential in excess of \$160 Billion by 2010

# PIPELINES

- Approximately 30 pipelines connect the U.S. and Canada beneath the St. Clair River.
- They carry a product value greater than \$2.1 Billion (2004).
- These pipes range in diameter from 6 to 48 inches.

# WATER

- There are 12 water filtration plants within the Blue Water region. The largest provides potable water to 1.1 million users in the City of Detroit Water System.
- In addition to this there are numerous Industrial water intake areas.

# ENERGY - ELECTRICITY

- There are 8 power generating facilities located in the region. These are vital to maintaining power to the 1.9 million customers in the region service area.
- Lambton Generating Station has a generating capacity of 1975 Megawatts.
- TransAlta in Sarnia provides at its main facility 440 –Megawatts and 135 MW at its secondary site.
- Greenfield Energy Centre natural gas-fired combined cycle electricity generating facility with an OPA contracted capacity of 1,005 MW
- St. Clair Energy St Clair generates 570 megawatts.
- The Belle River Plant generates 1664.4 mega watts, Detroit Edison's third largest producer of power, and the St. Clair Plant generates 1928.6 mega watts, the second largest producer. In addition to this St. Clair County has Greenwood generation station.





**THE  
GOOD**

# CROSS BORDER ACTIVITIES

- Coordination of siren testing times
- Cross Border AlertFM System
- Draft Mutual Aid MOU
- 4 key Emergency Operations Centers have multi-band radios
- Reviewing integration of mass notification systems
- Joint Exercises/Training

# NPS-MET CROSS BORDER WORKSHOPS

Coordinated by the Center for Homeland Defense and security at the Naval Post Graduate School, the MET program is an intensive half-day seminar on Homeland Security.

The seminars are conducted by Mobile Education Teams (MET) comprised of nationally recognized experts in various areas related to Homeland Security. The MET seminar focuses exclusively on enhancing the capacity of top government officials to successfully address new Homeland Security challenges.

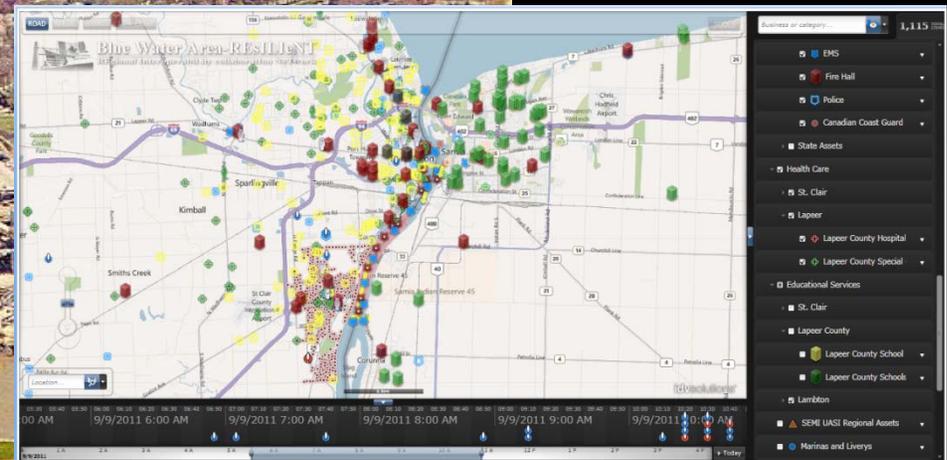
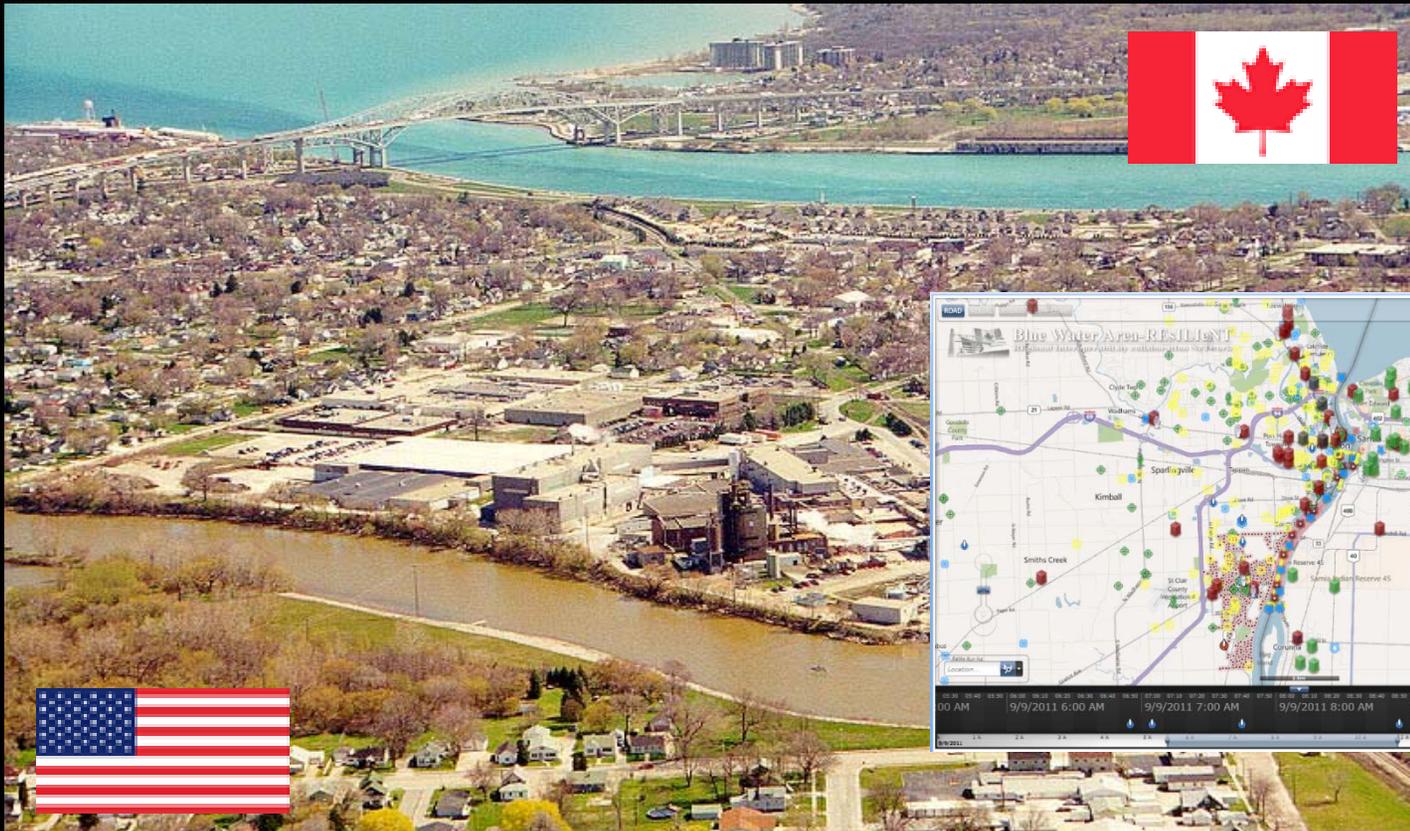
# CROSS BORDER DISCUSSIONS

- Cross-Border "All-Hazards" preparedness planning through risk-based integrated planning
- Strengthen the cross-border operational capabilities to respond and recover from a cross-border incident.
- Improve lines of communications primarily between first responders and local officials.
- Strengthen public and private sector cross-border planning, prevention, response, mitigation and recovery.
- Eliminate reduce the effect of US and Canadian regulatory issues that prohibit or hinder cross border coordination and mutual support

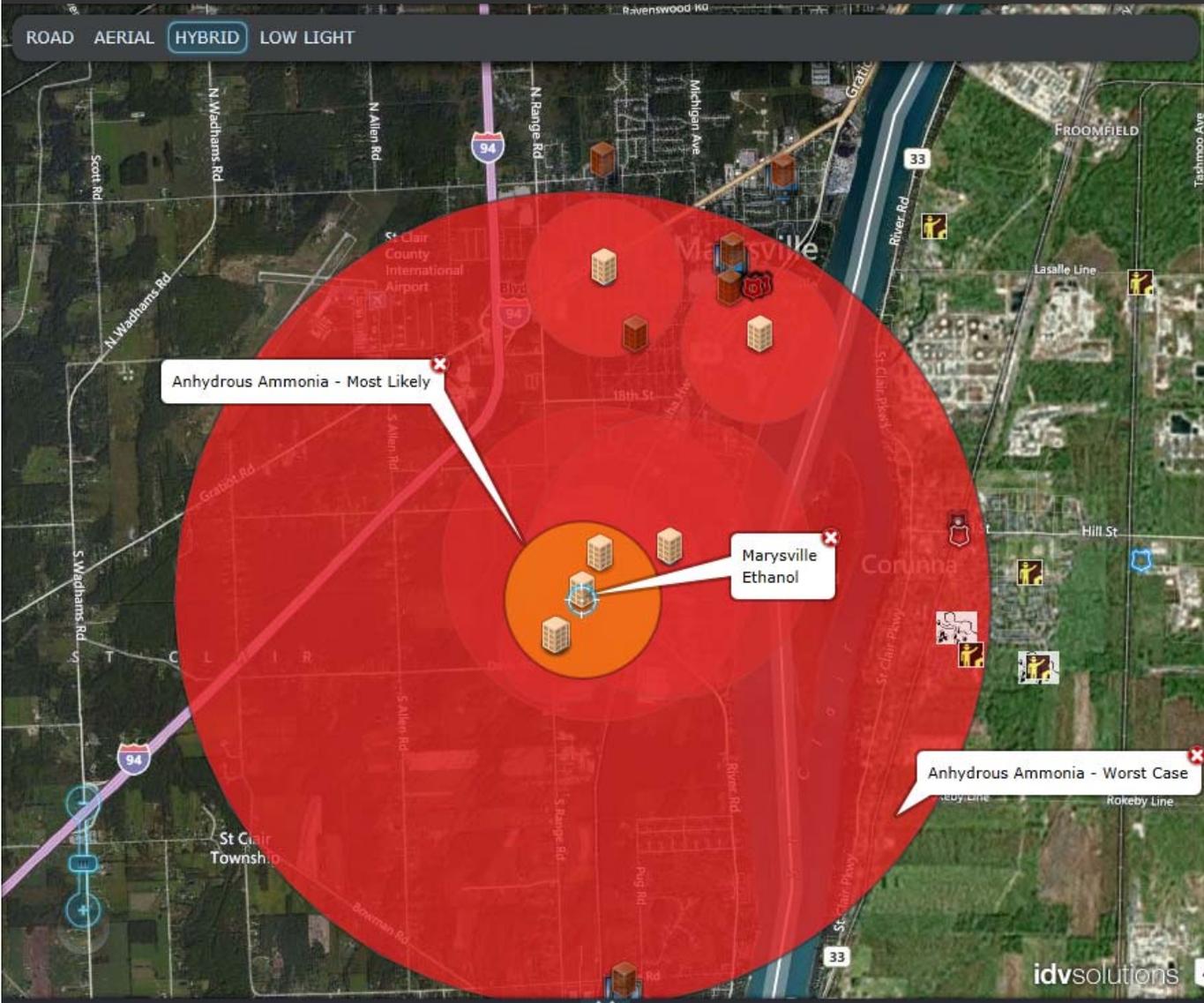
# BLUE WATER/NIAGARA WORKSHOP

- GOALS
- To identify possible strategies for addressing the issues identified in the prior workgroup session. While the details vary, the overarching goals are twofold:
- Provide emergency services across border
- Comply with laws and reduce liability
- Identify successful collaboration efforts to build on and issues that require attention.

# Case Study: How DHS and St. Clair County Designed Successful User Experiences for Decision Makers



ROAD AERIAL **HYBRID** LOW LIGHT



## DETAILS



Anhydrous Ammonia - Most Likely

Marysville Ethanol

Anhydrous Ammonia - Worst Case



Route



Drive



Edit



Delete





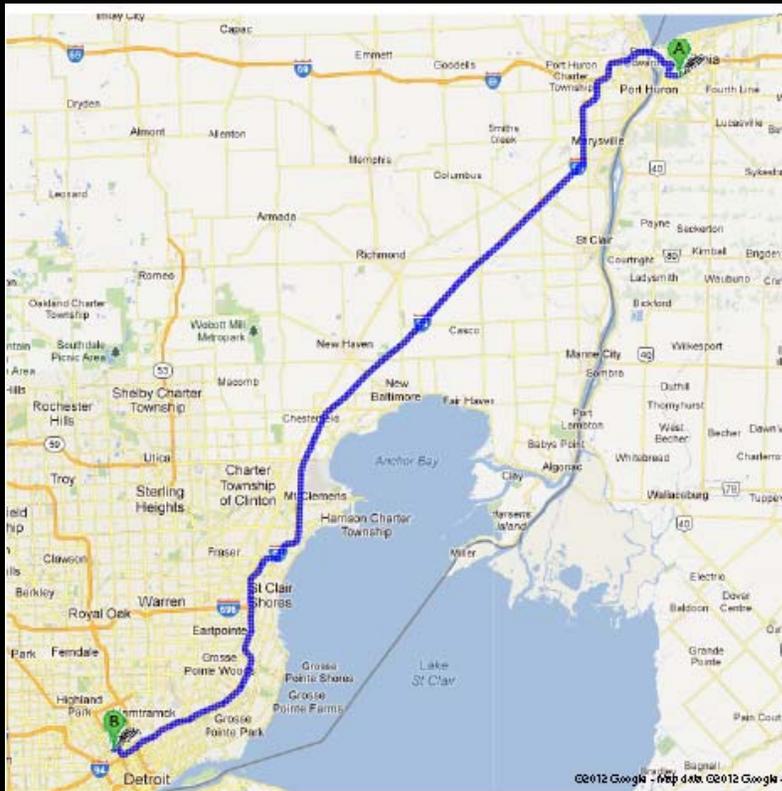
**THE  
BAD**

# EMS CROSS BORDER COMMUNICATIONS

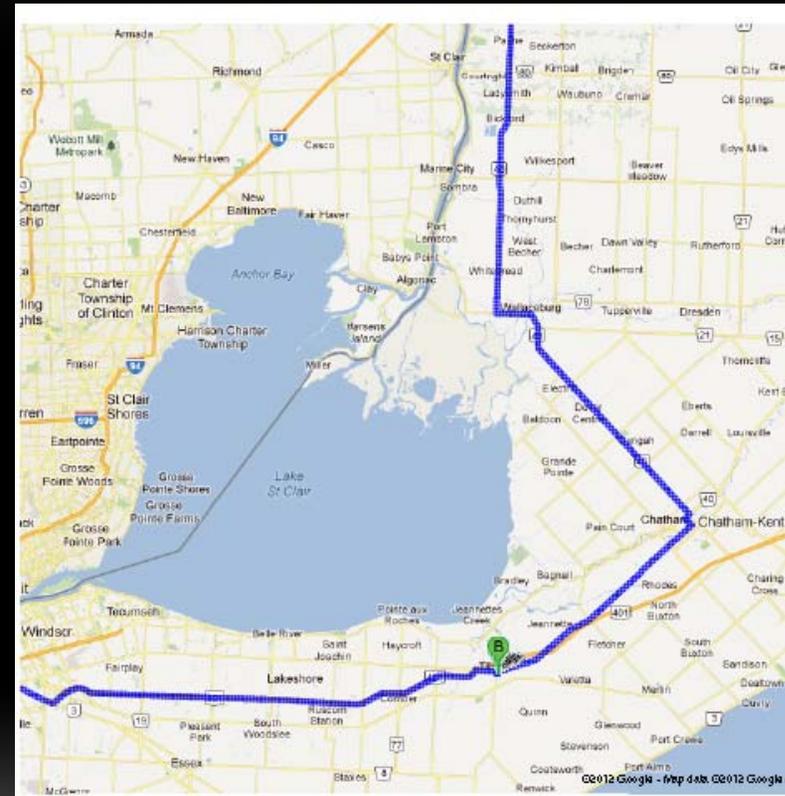
- EMS Radios in Ontario are controlled by the Ontario Ministry of Health and are not the property of the EMS Agency. We are therefore unable to modify them with any cross border interoperable frequencies or talk groups. (they are trunked VHF) We do have a Provincial Common simplex channel (150.100) that is used only as a backup. There is no agreement for EMS agencies in bordering States to have access to this frequency to use when either Countries agency crosses the border.
- Due to the inability to communicate by radio and the fact that an Ontario ambulance does not have the rights of an emergency vehicle in the State of Michigan, critically ill patients that we are transporting from Sarnia to Detroit are taken the Canadian side and we cross at Windsor/Detroit. This adds up to an hour in transportation time for the patient. A suggestion to have a Michigan ambulance come to Sarnia to do the transport has not been acted on. Although my colleagues in Port Huron are receptive to the idea and would provide the service, the Province of Ontario is not prepared to move forward on it.

# EMS COMMUNICATION TRANSPORT ISSUE

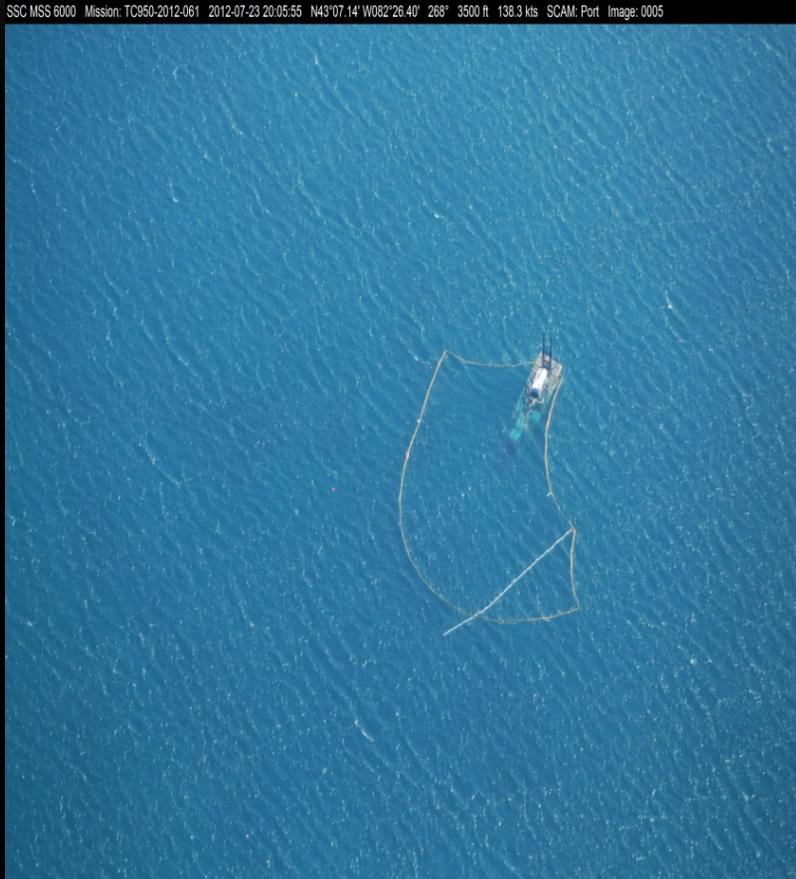
Directions to Henry Ford Hospital  
105 km – about 1 hour 7 mins



Directions to Henry Ford Hospital  
173 km – about 2 hours 39 mins



# CASE STUDY – ARTHUR J INCIDENT



- Occurred Lake Huron – US waters (approximately 1.5 miles from shore)
- Notification to Canadian local EM 15 minutes after our initial notification (3 hours after Coast Guard received initial notification)
- Approximately 1 hour into response established single Canadian EM communications point
- Trust and Ego issues (notification)
- Agency freelancing



**THE  
UGLY**

## EXTERNAL PROTOCOLS SEEM TO GET IN THE WAY OF SPEEDY AND EFFICIENT COMMUNICATIONS

- what is done for one area must be done for all areas; and if top management doesn't want to do it for all areas, it doesn't get done anywhere!

# CROSS BORDER SPILL NOTIFICATIONS

- 25 years of rollercoaster riding
- One size does not fit all
- Public/private issues
- Public/special interest groups

# RANDOM SUGGESTIONS

- Individual agencies have daily small incident interops in place
- Understanding that events are no longer a single agency/community event
- Looking beyond your community/county
- Interoperability is more than voice radio
- Don't ignore social media
- Every event starts local and ends local – this is your community
- Identify all partners (public/private)
- Plan, test, and look at “what if's”
- Be a successful manager

# QUESTIONS

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