Regional Fleet Movement Coordination

Expediting Utility & Supply Chain Fleets Across State Lines

Fleet Movement Scenario 1

Fleet Movement Scenario 2
Exercise Overview

Purpose of the Exercise:
To help evaluate processes and procedures on products that the Multi-State Fleet Response Working Group has developed to expedite movement of private sector fleets and resources across state lines in response to disasters.

The Objectives of the Exercise:
- Strengthen understanding of private sector and government requirements to support power restoration and supply chain movement across state lines
- To improve coordination of actions between private and public sector during private sector fleet and resource movements
- Continue Improvement of Fleet Movement Coordination Call Processes
- Create Awareness, Involvement, and Support of CATEX Annual Exercise Series

Exercise Approach:
- This exercise will be a tabletop discussion
- Review December 2013 Holiday Ice/Snowstorm scenarios and decision drivers in private sector to activate or not activate a multi-state fleet movement coordination call
- Questions presented to table groups by facilitators
- Table “report outs” on findings and recommendations

Facilitators:
- John Shaner, Manager, PEPCO Holdings Inc.
- Dennis Schrader, Private Sector Liaison, Fleet Response Working Group
SCENARIO #1
East Coast Winter Snow and Ice Storm

The date is Thursday, January 30th; the National Weather Service has issued a Winter Weather Watch for the National Capital Region and I95 Corridor area for Sunday, February 2nd.

The watch forecasts the potential for a large snow storm and/or ice, currently forming in the Northwest, to impact our area within 72 hours. Potentially impacted areas include Virginia, Eastern West Virginia, Maryland, the District of Columbia, Mid to Eastern Pennsylvania, Delaware, New Jersey and Eastern New York.

Forecast for the NCR area is:
- Snow – Heavy wet consistency 10 – 16 ”
- Ice - Amounts ranging up to 1.5 inch depending on temperature
- Sustained winds of 15 – 25 mph
- Gusts - 30 – 40 mph
- Daytime temperatures between 18 to 28 degrees with wind chills of 5 to 10 degrees
- Night time temperatures between 15 to 5 degrees with wind chills of 10 to -5 degrees.
- Confidence Level - medium.

UPDATED Weather Forecast
- Snow – To begin early Friday morning 5-6 AM
  - Heavy wet consistency 15 to 18”
- Ice - Amounts ranging up to .75 to 2” inch depending on temperature
- Daytime temperatures between 22 to 29 degrees with wind chills of 10 to 18 degrees
- Night time temperatures between 15 to 5 degrees with wind chill 10 to -5 degrees.
- Sustained winds of 15 – 25 mph

- Gusts - 30 – 45 mph
- Confidence Level - High

Action
Electric Sector Regional Mutual Assistance Conference Calls are being scheduled for -48 hours period. They will review the weather impact data and determine if regional state assistance is needed.

Outcome
Mutual Assistance call has been conducted and decisions were made regarding mutual aid and initial allocations have been assigned:
- Delaware – 650
- DC – 450
- Kentucky - 200
- Maryland – 875
- New Jersey - 650
- New York 150
- Ohio - 300
- Pennsylvania - 750
- Virginia – 900
- West Virginia – 675

A fleet movement call is needed.
SCENARIO #1
East Coast Winter Snow and Ice Storm

See graphics below for more details on weather pattern and fleet movement.

Scenario 1 (-48 Hours) Additional Information

The watch forecasts the potential for a large snow storm and/or ice, currently forming in the Northwest, to impact our area within 72 hours. Potentially impacted areas include Virginia, Eastern West Virginia, Maryland, the District of Columbia, Mid to Eastern Pennsylvania, Delaware, New Jersey and Eastern New York.

This graphic shows the weather conditions for all three forms of precipitation: Rain, Ice, and Snow. This is a common practice in the private and public sector to monitor all forms of precipitation and their movement.
SCENARIO #1
East Coast Winter Snow and Ice Storm

This graphic shows the planned private sector’s fleet movement in response to this scenario. It shows the two waves to be used by the private sector in coordination with the changing conditions and needs.

Scenario 1 (-48 Hours) Additional Information

Mutual Assistance has been obtained and initial allocations assigned:

- Delaware – 650
- DC – 450
- Kentucky – 200
- Maryland – 875
- New Jersey – 650
- New York – 150
- Ohio – 900
- Pennsylvania – 750
- Virginia – 900
- West Virginia – 675

Numbers includes:
- Lines (Distribution/Transmission (70%), Forestry (25%), Damage Assessors (5%)
- Other resource types not included

NOTE: These numbers may change without notice based on changing weather & related situations.

Legend:
- First Wave Resources
- Second Wave Resources
SCENARIO #1
East Coast Winter Snow and Ice Storm

This graphic shows the data related to the planned private sector’s fleet movement in response to this scenario. Reading LEFT to RIGHT, it shows the “requesting companies by state; the pass through states to be used by the fleet movement; the assisting companies by state; the number of people (FTE); truck types; departure dates and ETAS; Canadian resources to be used; and a data summary. NOTE: This data is sensitive and must be used for operational purposes only by approved participants.

Scenario 1 (-48 Hours) Fleet Movement Coordination Conference Call Resources
To expedite power restoration across the mid-Atlantic and Northeast regions, expedited utility fleet movement across state lines is essential.

This process can be initiated by sector mutual aid conference calls where resources availability information and allocation occurs. The resources can include equipment, commercial vehicles, industry personnel (lines, damage assessors, logistics, etc...), contractors, and vendors.

When state awareness and assistance in the expediting process is rendered and received, it has been recognized that the movement of these resources can dramatically affect a response and have a direct effect on returning to normal state.

### Responding Resources - 02/19/14 Electric Sector

<table>
<thead>
<tr>
<th>States</th>
<th>Departure Date</th>
<th>ETA</th>
<th>Intrastate</th>
<th>FTE</th>
<th>US CAN</th>
<th>Pass Through States</th>
<th>Pass Through Possible Impacted States</th>
<th>Requesting Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Florida</td>
<td>1/31/2014</td>
<td>24</td>
<td>hrs intra</td>
<td>225</td>
<td>X X X</td>
<td>X X</td>
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<td>New Jersey</td>
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<tr>
<td>Canada</td>
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<td>18</td>
<td>hrs intra</td>
<td>190</td>
<td>X</td>
<td>X</td>
<td></td>
<td>New Jersey</td>
</tr>
<tr>
<td>Georgia</td>
<td>1/31/2014</td>
<td>18</td>
<td>hrs intra</td>
<td>110</td>
<td>X X X</td>
<td>X</td>
<td>X X X</td>
<td>New Jersey</td>
</tr>
<tr>
<td>Georgia</td>
<td>2/1/2014</td>
<td>13</td>
<td>hrs intra</td>
<td>110</td>
<td>X X X</td>
<td>X</td>
<td>X</td>
<td>Virginia</td>
</tr>
<tr>
<td>North Carolina</td>
<td>1/31/2014</td>
<td>12</td>
<td>hrs intra</td>
<td>200</td>
<td>X</td>
<td>X</td>
<td>X X X</td>
<td>Virginia</td>
</tr>
<tr>
<td>Alabama</td>
<td>1/31/2014</td>
<td>18</td>
<td>hrs intra</td>
<td>215</td>
<td>X X X</td>
<td>X</td>
<td></td>
<td>District of Columbia</td>
</tr>
<tr>
<td>Florida</td>
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<td>24</td>
<td>hrs intra</td>
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<td>X X X</td>
<td>X X X</td>
<td>Delaware</td>
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<tr>
<td>Mississippi</td>
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<td>24</td>
<td>hrs intra</td>
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<td>X</td>
<td>X</td>
<td>Maryland</td>
</tr>
<tr>
<td>North Carolina</td>
<td>1/31/2014</td>
<td>12</td>
<td>hrs intra</td>
<td>200</td>
<td>X X X</td>
<td>X</td>
<td></td>
<td>Maryland</td>
</tr>
<tr>
<td>Missouri</td>
<td>1/31/2014</td>
<td>14</td>
<td>hrs intra</td>
<td>200</td>
<td>X</td>
<td>X</td>
<td>X X X</td>
<td>West Virginia</td>
</tr>
<tr>
<td>Illinois</td>
<td>1/31/2014</td>
<td>10</td>
<td>hrs intra</td>
<td>200</td>
<td>X</td>
<td></td>
<td>X X X</td>
<td>West Virginia</td>
</tr>
<tr>
<td>Tennessee</td>
<td>2/1/2014</td>
<td>8</td>
<td>hrs intra</td>
<td>100</td>
<td>X</td>
<td></td>
<td>X X X</td>
<td>Kentucky</td>
</tr>
<tr>
<td>Indiana</td>
<td>2/1/2014</td>
<td>8</td>
<td>hrs intra</td>
<td>80</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Ohio</td>
</tr>
<tr>
<td>Michigan</td>
<td>2/1/2014</td>
<td>10</td>
<td>hrs intra</td>
<td>300</td>
<td>X X X</td>
<td>X</td>
<td>X X X</td>
<td>Pennsylvania</td>
</tr>
<tr>
<td>Canada</td>
<td>2/1/2014</td>
<td>10</td>
<td>hrs intra</td>
<td>300</td>
<td>X</td>
<td></td>
<td></td>
<td>New York</td>
</tr>
<tr>
<td>South Carolina</td>
<td>1/31/2014</td>
<td>14</td>
<td>hrs intra</td>
<td>300</td>
<td>X X X</td>
<td>X X X X</td>
<td>X X X X</td>
<td>New York</td>
</tr>
</tbody>
</table>

| Aeronautics    | 1               | 100 |               |     |        |                     |                                       |                    |
| Ground Lines   | 2               | 100 |               |     |        |                     |                                       |                    |
| F/A Total      | 2835            |     | 2835          |     |        |                     |                                       |                    |

Confidentiality Statement
By participating in this call, all participants agree to retain information among group for operational purposes and will not be publicly used.
SCENARIO #2
North Midwest and Northeast Winter Ice Storm

Scenario 2 - (-72 TO -48 Hours) North Midwest and Northeast Winter Ice Storm
The date is Thursday, January 30th, the National Weather Service has issued a Winter Weather Watch for parts of Indiana, Michigan and Canada and has been extended to New York and States further northeast for Sunday, February 2nd.

The watch forecasts the potential for a large snow storm and/or ice, currently forming in the southwest, to impact area within 72 hours.

Forecast for the NCR area is:
- Snow – Heavy wet consistency 10” – 16
- Ice - Amounts ranging up to 1.5 inch depending on temperature
- Sustained winds of 15 – 25 mph
- Gusts - 30 – 40 mph
- Daytime temperatures between 18 to 28 degrees with wind chills of 5 to 10 degrees
- Night time temperatures between 15 to 5 degrees with wind chills of 10 to -5 degrees.
- Confidence Level - medium.

Action:
Electric Sector Regional Mutual Assistance Conference Calls are being scheduled for -48 hours period. They will review the weather impact data and determine if regional state assistance is needed.

Outcome:
Mutual Assistance call has been conducted and decisions were made regarding mutual aid and initial allocations have been assigned:
- Michigan – 1200
- Indiana – 250
- Illinois - 200
- New York 225
- Vermont - 400
- New Hampshire - 250

A fleet movement call is needed.

See graphics for more details on weather pattern and fleet movement.
SCENARIO #2
North Midwest and Northeast Winter Ice Storm

This graphic shows the weather conditions for all three forms of precipitation: Rain, Ice, and Snow. This is a common practice in the private and public sector to monitor all forms of precipitation and their movement.

This graphic shows the planned private sector’s fleet movement in response to this scenario. It shows the two waves to be used by the private sector in coordination with the changing conditions and needs. Note the GREEN and YELLOW movements in Wave #2.

Scenario 2 (-48 Hours) Additional Information

Mutual Assistance has been obtained and initial allocations assigned:

- Michigan - 1200
- Indiana - 250
- Illinois - 200
- New York 225
- Vermont - 400
- New Hampshire - 250

Numbers includes
- Lines (Distribution/Transmission (85%), Forestry (15%),
- Damage Assessors (0%)
- Other resource types not included

NOTE: These numbers may change without notice based on changing weather & related situations.
SCENARIO #2
North Midwest and Northeast Winter Ice Storm

This graphic shows the data related to the planned private sector’s fleet movement in response to this scenario. Reading LEFT to RIGHT, it shows the “requesting companies by state, the pass through states to be used by the fleet movement, the assisting companies by state, the number of people (FTE), truck types, Departure date & ETAs, Canadian resources to be used, and a data summary. NOTE: This data is sensitive and must be used for operational purposes only by approved participants.

### Scenario 2 (-48 Hours) Fleet Movement Coordination Conference Call Resources

To expedite power restoration across the mid-Atlantic and Northeast regions, expedited utility fleet movement across state lines is essential. This process can be initiated by sector mutual aid conference calls where resources availability information and allocation occurs. The resources can include equipment, commercial vehicles, industry personnel (lines, damage assessors, logistics, etc...), contractors, and vendors.

When state awareness and assistance in the expediting process is rendered and received, it has been recognized that the movement of these resources can dramatically affect a response and have a direct effect on returning to normal state.

<table>
<thead>
<tr>
<th>Responding Resources</th>
<th>US CAP</th>
<th>Pass Through States</th>
<th>Pass Through Impacted States</th>
<th>Requesting Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>State</td>
<td>Departure Date</td>
<td>ETA</td>
<td>Origin</td>
<td>Destination</td>
</tr>
<tr>
<td>Kentucky</td>
<td>2/2/2014</td>
<td>8:10 am</td>
<td>IN MIA</td>
<td>X</td>
</tr>
<tr>
<td>Michigan</td>
<td>2/2/2014</td>
<td>1:10 am</td>
<td>IN MIA</td>
<td>X</td>
</tr>
<tr>
<td>Iowa</td>
<td>2/2/2014</td>
<td>8:10 am</td>
<td>IN MIA</td>
<td>X</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>2/2/2014</td>
<td>12:10 pm</td>
<td>IN MIA</td>
<td>X</td>
</tr>
<tr>
<td>Maryland</td>
<td>2/1/2014</td>
<td>16:10 pm</td>
<td>IN MIA</td>
<td>X</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>2/1/2014</td>
<td>16:10 pm</td>
<td>IN MIA</td>
<td>X</td>
</tr>
<tr>
<td>North Carolina</td>
<td>2/1/2014</td>
<td>10:10 pm</td>
<td>IN MIA</td>
<td>X</td>
</tr>
<tr>
<td>Virginia</td>
<td>2/1/2014</td>
<td>10:10 pm</td>
<td>IN MIA</td>
<td>X</td>
</tr>
<tr>
<td>New Jersey</td>
<td>2/2/2014</td>
<td>12:10 pm</td>
<td>IN MIA</td>
<td>X</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>2/2/2014</td>
<td>8:10 am</td>
<td>IN MIA</td>
<td>X</td>
</tr>
<tr>
<td>Ohio</td>
<td>2/2/2014</td>
<td>8:10 am</td>
<td>IN MIA</td>
<td>X</td>
</tr>
<tr>
<td>Rhode Island</td>
<td>2/2/2014</td>
<td>12:10 pm</td>
<td>IN MIA</td>
<td>X</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Confidentiality Statement**

By participating in this call, all participants agree to retain information among group for operational purposes and will not be publically used.
Overview Fleet Movement Coordination Call Process

Background
To expedite power restoration across the mid-Atlantic and Northeast regions, expediting utility fleet movement across state lines is essential.

Specifically, when the private sector utility companies prepare for potential threats, depending on predicted event severity, many resource acquisitions and implementation processes may start. This process can be initiated by private sector mutual aid conference calls where resource availability information and allocation occurs. The resources can include equipment, commercial vehicles, industry personnel (linemen, damage assessors, logistics personnel, etc.), contractors, and vendors.

When state awareness and assistance in the expediting process is rendered and received, it has a positive impact on the movement of these resources. Coordinating with states can dramatically affect the response effort and have a direct positive effect on returning to normal state.

2013 Finding
A one hour delay during fleet movement can impact restoration efforts by 24 hours.

Having all states (e.g. both impacted and pass through states) engaged and coordinated across a wide geographic region is critical to expediting fleet movement and the power restoration process.

Purpose
The purpose of this Regional Fleet Movement Coordination Conference Call is to provide a briefing from private sector to state government operational leadership on the movement of resources into their state/region from around the country in response to a specific disaster and/or emergency event. This will be a multi-state call and is designed to have both the impacted states as well as the past through states in attendance.

The Regional Fleet Movement Coordination Conference Call will supply the “big picture” of resource movement in response to a multi-state event along with a means for the private sector to work with both pass through and impacted states/jurisdictions simultaneously to effectively communicate individual state guidance and expectations directly to the private sector in real time allowing the private sector to plan and adjust fleet movement accordingly.

Conference Call Timeline
The intent of the Regional Fleet Movement Coordination Calls is to gather and distribute state guidance on fleet movement through each state 12 hours prior to the fleets actually start moving.

Depending on the event, the Regional Fleet Movement Coordination Calls could start anywhere from -48 hours to -24 hours before projected weather impact begins.

As an example, if a storm is predicted to make impact in the Mid-Atlantic or Northeast regions on Thursday morning January 30, a potential Regional Fleet Movement Coordination Call(s) would take place anywhere between Tuesday (January 28) and Wednesday (January 29) mornings depending upon when the private sector plans to begin movement their fleets.
Call Expectations, Clarifications and Protocol

1. "Impacted states" are defined as those states which will be impacted by storm or disaster directly.
2. "Pass through states" are defined as those states not directly impacted by the storm or disaster but will be involved due to the flow of trucks and resources through their jurisdictions in order to reach the impacted states.
3. This call is designed:
   a. To discuss obstacles that may affect effective, safe, legal, and effective movement of resources (e.g. weight stations, tolls, trip/fuel permits, road access – parkways, etc…).
   b. For state and private sector “operations” personnel/managers who can make decisions regarding the movement of private sector utility fleets through:
      i. Toll stations
      ii. Weight stations
      iii. Parkways/non-CMV roadways
      iv. State declarations
      v. Special state related fleet access requirements, information, or situational awareness
   c. To help coordinate private sector fleet movement across/through multiple states in order to expedited power restoration from the larger regional perspective which may involve 5 to 12 states and sometimes Canada.
4. This call is not designed:
   a. To replace, conflict, or compete with existing processes and/or calls that each state currently uses with their local utilities.
   b. Address assignment or re-assignment of resources in the private sector
   c. To involve the media or public and/or private sector media relations personnel
5. Private sector fleet movement data will be provided to government operations people alert them to private sector activities involving their state.
6. Local electric company specific information will be handled through the normal jurisdictional calls and not to be discussed on this call
7. Information exchange – prior to call the private sector will attempt to summarize resource movement for call participants and distribute this data via a spreadsheet to link to a private website
8. The format for this call will be 30 minutes in length. The call will be tightly scripted so that the appropriate information can be communicated quickly to the states involved.
9. Confidentiality – By participating in this call all participants agree to retain information among group for operational purposes and will not be publicly used

Attendees
State attendees for this call should include the following:
- Emergency Management Director or Deputy Director
- State Coordinators for highways, toll stations, and weight stations

Private Sector attendees:
- Electric company members of the Multi-State Fleet Response Working Group
- Electric Sector Associations (e.g. Edison Electric Institute, Southeastern Electric Exchange) representative and/or Private-sector utility representative.

Reference Information
1) Multi-State Fleet Response Working Group Website: http://www.fleetresponse.org
2) Regional Fleet Coordination Conf Call Pilot Video: http://youtu.be/RPxgFv0MEgU
Overview

In an attempt to operationalize the initiation of the Regional Fleet Movement Coordination Call, the following triggers for initiating this call have been proposed:

- Regional Mutual Assistance Group (RMAGs) hold their normal mutual aid call where resource requests will be made.
- The RMAG will recognize potential chokepoints with resource movement across multi-states at -72 to -24 hour that need public assistance via the Fleet Movement Coordination Call process w/states.
- The RMAG will gather following private sector information for Fleet Movement Coordination Call:
  - Requesting utilities by state that are requesting resources to help
  - Responding utilities by state that are supplying resources to assist
  - Estimated time of departure and arrival
  - Determine and produce a list of potential impacted and pass-through states
  - Inventory a list of any existing state declarations issued or being considered

How Calls Are Conducted

When RMAG recognizes a need for a Fleet Movement Coordination Call, the RMAG representative notifies one of the members of the Executive Steering Committee of the Fleet Response Working Group.

- Impacted and pass through states are notified via email and call is scheduled.
- Fleet movement resource data is collected by the RMAG and communicated to the call participants prior to the call.
- Conference call managed by agenda and states report by exception.
- If multiple RMAGs are involved in the calls then the RMAG that is least affected will facilitate the call.
- Notes captured and distributed to call members.
- Updates are distributed via email once per day or as needed.

Call Organization

The Fleet Movement Coordination Calls will be organized using three different approaches:

- **REGIONAL** - A regional call would affect a group of both impacted and pass through states (regardless of their time-zones) along with the private sector utilities.
  - A region will be defined as the geographic territory covered by most of the utilities being involved in the response effort and/or the supplying of resources. This call will include representatives from FEMA and US Department of Energy.
Reference Information

Actual Events

1. December 4, 2013 Ice Event
   a. Impacted Texas, Oklahoma, Arkansas
   b. Private sector resources moving were both utility fleets (who normally do not cross state lines often) and independent contractor fleets (who do cross state lines often)
   c. High winds and heavy ice was predicted
   d. Event did not require a fleet movement coordination call w/states

2. December 20, 2013 Snow/Ice Event
   a. Impacted Michigan, Vermont, Massachusetts, New Hampshire
   b. Most resources moving were independent contractors (who do cross state lines often)
   c. No high winds predicted
   d. Event did not require a fleet movement coordination call w/states

3. January 2, 2104 Winter Snow Storm Event
   a. Impacted Northeast states
   b. No resources were moved across state lines
   c. Normal snow storm event, even though some media coverage depicted much larger event and possible damage
   d. Event did not require a fleet movement coordination call w/states

US Time Zones

[Map of US time zones]

- Alaskan Time Zone
- Hawaiian Time Zone
- Mountain Time Zone
- Pacific Time Zone
- Central Time Zone
- Eastern Time Zone