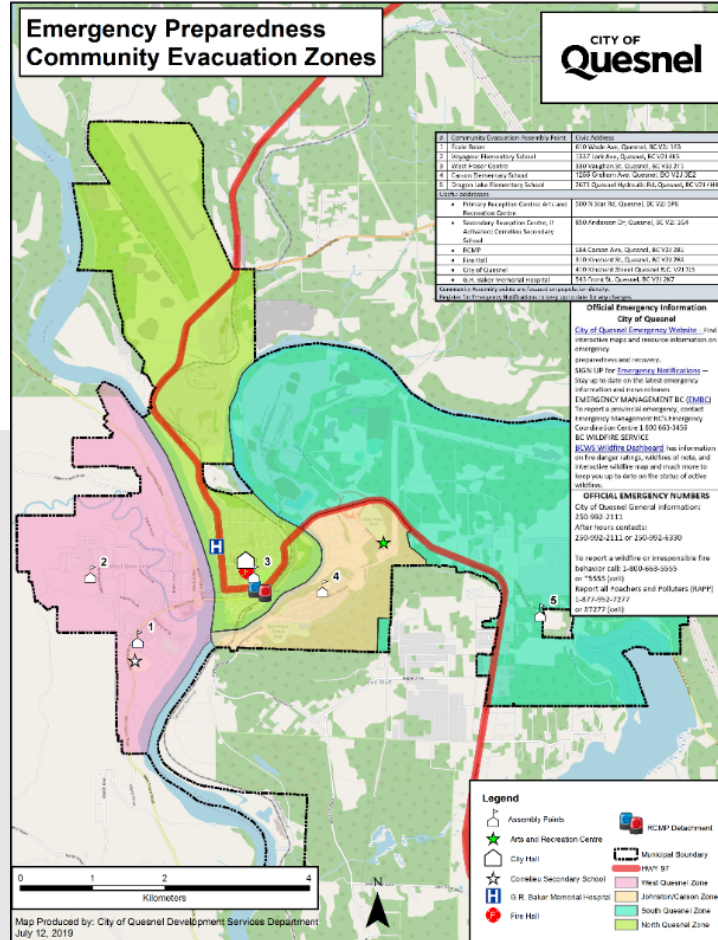


Evacuation Route Plan



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SUMMARY SHEET

Plan Ref.	Reference number to be inserted
Purpose	The aim of the City of Quesnel (“City”) Evacuation Route Plan (“Evacuation Plan” or the “City Evacuation Plan”) is to establish the principles, structures, roles and responsibilities for a coordinated evacuation of either divisions of the City or the entire community of Quesnel.
Partners	The responders engaged in the City of Quesnel and other, partner organisations as appropriate.
Date Plan comes into force:	Currently in force
Date of Plan Review:	June 30, 2020
Plan Owner:	City of Quesnel
Plan drawn up on behalf of:	City of Quesnel
Plan drawn up by:	www.reddragonconsulting.com Emergency Management and Resilience Consultancy BC1176309 240 Parsons Road Okanagan Falls V0H 1R3 info@reddragonconsulting.com
Location of Plan in Force	Emergency Operations Centre, City of Quesnel

Distribution

Name	Hardcopy Numbers	Role

Version Control

Revision date	Version	Outline of revisions	Made by	Approved by

Release of information contained in this document should be considered with regard to the Freedom of Information and Data Protection legislation.

Classification of the document will be reviewed on an on-going basis.

Table of Contents

	Page
Contents	
1.0 Aim.....	8
2.0 Evacuation Plan Policy	9
3.0 Purpose and Objectives	9
4.0 Risk Profile	12
5.0 Hazard profile	13
Table 5.1 Hazard and Consequences	14
6.0 Evacuation Decision Principles	15
Table BCEMS.....	16
7.0 Evacuation Event – Plan for the worst-case scenario	17
7.1 Wildfire.....	17
7.2 Flood.....	19
7.3 Hazardous materials release/Fire and or Explosion.....	20
8.0 Population Demographics and Profiles	21
8.1 Population Evacuation Worst Case Scenarios	24
8.2 Transportation routes.....	24
8.3 Road capacity	26
8.4 Efficient and effective evacuation timing	27
8.5 Evacuation Zone Assembly Points.....	29
8.6 Residents that require assistance to evacuate	32
8.7 Residents with pets	32
8.8 EOC Request for additional transportation resources	32
9.0 Evacuation Authority	33
9.1 Authority to Order an Evacuation.....	34
9.2 Evacuation Stages	36
9.2.1 Stage 1: Evacuation Alert	36
9.2.2 Stage 2: Evacuation Order.....	37
9.2.3 Stage 3: Evacuation Rescind.....	37
9.3 Unplanned Evacuations.....	37
10.0 Operational Evacuation Plan Concept	38

10.1 Evacuation Management and Coordination	38
10.1.1 EOC Structure.....	39
10.1.2 EOC Sections	40
10.1.3 EOC Activation Level	41
10.1.4 SITE- First Responders.....	41
10.1.5 Site Support- Emergency Operations Centre.....	41
10.1.6 Regional Support	42
10.1.7 Provincial Support (Provincial Regional Emergency Operations Centre).....	42
10.1.8 British Columbia Emergency Management System	42
Table BCEMS.....	42
10.2 Evacuation Assessment.....	44
10.2.1 CAO/EOC DIRECTOR NOTIFICATION.....	44
Report: Situational Awareness & Threat Information.....	45
10.2.2 Decision to Evacuate	46
10.2.3 Lead Agency Chart	48
10.2.4 Evacuation Group	49
10.2.5 Protective measures	49
10.3 Evacuation Decision Flowchart	51
10.4 Evacuation Timeline	53
10.4.1 Projected arrival of the threat.....	53
10.4.2 Estimated Clearance Time.....	53
10.5 Declaration of State of Local Emergency (SOLE)	54
10.6 Notification to Public.....	55
10.6.1 Preparation to Move.....	56
10.6.2 Evacuation Operations	56
10.6.3 Reception	56
10.6.4 Evacuation Alert Procedure	57
10.6.5 Evacuation of Vulnerable Populations.....	58
10.6.6 Evacuation Order Procedure.....	60
10.6.7 Evacuation Route.....	61
10.6.8 Evacuation Mapping - Alerts and Orders	62
10.6.9 Domestic Animals	62
10.6.10 Livestock.....	63

10.6.11 Host Communities	63
10.6.12 Checkpoint Security	65
10.6.13 Door to Door information.....	66
10.6.13 Temporary Access Procedures.....	69
10.6.14 Evacuation Rescind	73
11. Roles and Responsibilities of Agencies.....	76
10.1 City of Quesnel.....	76
10.2 Lhtako Dene Nation	77
10.3 RCMP	78
10.4 Quesnel Fire Rescue Services.....	78
10.5 Northern Health Authority	78
10.6 School District 28	79
10.7 Ministry of Transportation and Infrastructure (MOTI).....	80
10.8 Emergency Management BC (EMBC)	81
10.9 BC Wildfire Service (BCWS)	81
10.10 Forests, lands, Natural Resource Operations and Rural Development (FLNRORD)	82
10.13 Canadian Armed Forces	83
10.14 Transport Canada.....	83
10.15 Private Transportation Agencies.....	84
10.16 Canadian Red Cross.....	84

Foreword

It must be emphasized that the City of Quesnel like other municipalities and local Governments, is not an 'emergency service' and the response to incidents will depend on the time of the incident, availability of staff and equipment, the nature of the incident and the dangers it poses.

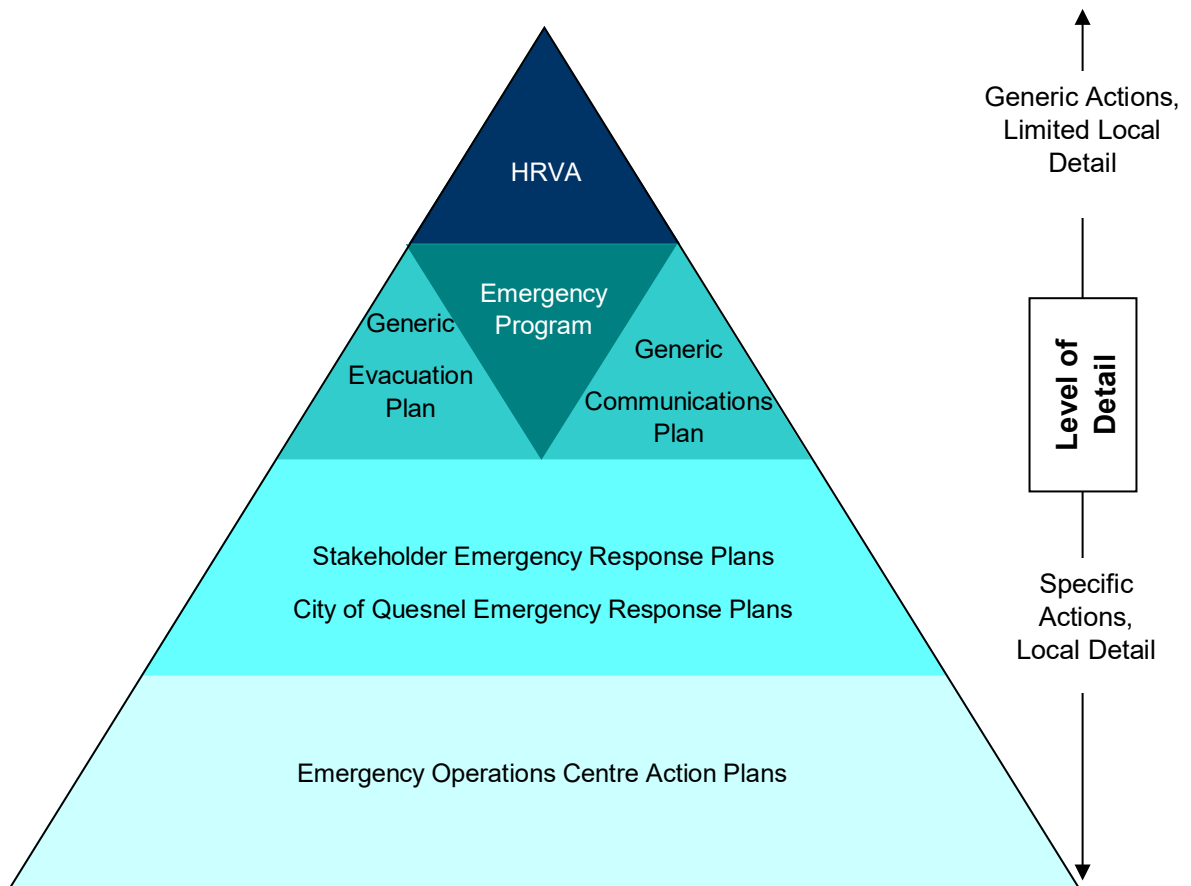
The City will activate an Emergency Operations Centre to support response activities and will complement that of other ministries and stakeholders who will also implement their own response plans to an event that may require evacuation.

This plan covers the response to an evacuation event that has been anticipated through the Hazard Risk Vulnerability Analysis, the knowledge of City staff, the impact of historical events in the adjacent geographical areas, and discussion with local responders.

1.0 Aim

The aim of the City of Quesnel (“City”) Evacuation Route Plan (“Evacuation Plan” or the “City Evacuation Plan”) is to establish the principles, structures, roles and responsibilities for a coordinated evacuation of either divisions of the City or the entire community of Quesnel. The Plan is complementary to the City’s Emergency Response Plan and the specific arrangements, agency roles and responsibilities.

The plan includes actions and considerations for the Emergency Operations Centre to safely evacuate people from a hazardous community environment to a location where they will be safe. It must be noted that there is very real potential of an incident originating within the Cariboo Regional District responsibilities that will also initiate the Evacuation Plan.



2.0 Evacuation Plan Policy

Evacuation is the process of removing persons and/or animals from an area of risk to an area of safety. Depending on the nature and the scope of the event, evacuations may be either local, affecting a single building or group of buildings, or widespread, affecting the whole community.

The City of Quesnel will follow emergency management protocols to determine who is responsible for an evacuation effort and how resources will be requested and coordinated. The overall objectives of evacuation notifications and operations are described in section 3.

The evacuation of a community is multi-jurisdictional, which means that there is neither a single authority with a mandate for all components of an evacuation, nor one agency with all the necessary resources to execute a mass evacuation. Therefore, the City of Quesnel Emergency management philosophy is to collaborate with all appropriate emergency response agencies to successfully implement an Evacuation Plan.

3.0 Purpose and Objectives

An evacuation is defined as the process of removing people from an area where a present or imminent situation has or may result in a loss of life and/or a risk to the safety, health and welfare of people. Damage to property or the environment may also trigger an evacuation if it poses a risk to the safety, health, and welfare of people.

The City Evacuation Plan will help streamline the evacuation process by providing an organized framework for the activities involved in coordinating and conducting an evacuation. It assigns responsibilities to municipal employees, by position/function, for implementation of the evacuation plan.

It is a coordination plan outlining how the City would coordinate its response and collaborate with federal and municipal governments, First Nations, non-governmental organizations, and ministry partners.

Important: The Plan does not replace the need for EOC procedures and associated Emergency Response Plans.

This plan will help expedite:

- Expedite the movement of persons/animals from hazardous areas;
- Institute access control measures to prevent unauthorized persons from entering evacuated or partially evacuated areas;
- Provide for evacuation to appropriate Assembly Points, Evacuation Points or Reception Centres;
- Provide adequate options of transportation for vulnerable groups;
- Provide for the procurement, allocation, and use of necessary transportation and law enforcement resources by means of mutual aid or other agreements
- The plan also sets out the procedures for notifying the members of the Emergency Management Team and adjacent governments, other responders, the public, the province, neighbouring communities, and as required, other impacted and interested parties, of the emergency.
- Control traffic (MOTI/RCMP/Public Works);
- Account for the needs of individuals with domestic pets and livestock prior to, during, and following a major disaster or emergency;
- Provide initial notification, ongoing and re-entry communications to the public through the Emergency Operations Centre (EOC) Information Officer and respective Government; and
- Assure the area is safe for re-entry requirements of evacuated persons.

Evacuation plans can either be generic or detail specific procedures for different hazards, however all such evacuation actions should have the same foundation of standard operating procedures to ensure emergency management staff are familiar and capable to fulfill the requirements.

It is therefore not necessary to develop a plan for every risk or eventuality. The following *generic plan* is based on the worst risk that could reasonably be expected to arise in the local area and be scalable in order to manage the range of risks identified locally. For some risks there may be characteristics that are unique to that event and that require specific plans, alongside the generic ones. Specific tailor-made plans have the potential to limit the actions of the emergency operation but usually provide comprehensive and necessary detailed plans for a specific hazard. For example, a chemical release requiring specialist knowledge.

There are many dynamic factors that are required to be considered and at times may conflict with lack of situational reporting relating to the emergency event at Plans should reflect such variables as the following:

- the notice period before the risk occurs;
- the time of day;
- the merits of evacuation against shelter in place;
- the number of people to be evacuated, dispersed or sheltered;
- complex sites such as hospitals and education facilities;
- the distance to a place of safety;
- The capacity of the transportation route identified;
- the duration of the incident during which support is required;
- the resilience of local infrastructure;
- existing site emergency plans;
- the readiness of the public, and
- understanding of the evacuation zone.

4.0 Risk Profile

The City of Quesnel, a population of approximate 10,000, is surrounded by one of BC's most forestry-dependent areas and the most heavily impacted by the most recent mountain pine beetle epidemic which results in a high risk from Wildfire Urban Interface events. Additionally, the City is built on fluvial deposits at the confluence of two major rivers, the Fraser and the Quesnel River which transects the area from north to south. Due to these large river valley formations, the provincial highway 97 follows the original *Cariboo Wagon Road* and provides the main arterial route to northern British Columbia.

Risk is a product of the likelihood and impact of a given hazard or threat. The impact will depend upon the exposure of people and property to the hazard and their respective vulnerability to harm. The City's Hazard Risk Assessment identifies four well known risks as "high likelihood or occurrence": Wildfire (especially the wildfire urban interface), Flooding (including wind driven water), Hazardous material release and Fire/explosion. Specific procedures have been developed by the City for these categorized high risks within the emergency response plan documentation.

Because of climate change, both the chance and consequences of wildfire and flooding are increasing. It is expected that summer precipitation will likely decrease, and winter precipitation will increase. This in turn has the potential to create drier summer conditions increasing the fire danger ratings and; wetter winters to occur with lower elevation meltwater runoff due to more rain generated runoff during the winter.

5.0 Hazard profile

The Evacuation Plan building from the City's Hazard Risk Assessment (HRA) is an "all hazard" plan which can be utilised to coordinate an evacuation regardless of the nature of threat or the origin of the threat. Whilst the plan is all encompassing, and summary of specific hazards have been included below as examples to illustrate different hazards that have the potential for advanced notice and no notice events, and the likely considerations faced by the emergency management team.

Firstly, a hazard may be defined as:

- a source of potential harm.
- a threat or condition that may cause loss of life or initiate any failure to the natural, modified or human systems

The initiating causes of a hazard may be either an external (e.g. earthquake, flood or human agency) or an internal (defective element of the system e.g. an embankment breach) with the potential to initiate a failure mode. Hazards are also classified as either of natural origin (e.g. floods) or of man-made and technological nature.

For an emergency threat or an event that provides advanced notice, the emergency management team initiates proactive involvement to plan, warn and act respectively. Where an emergency event provides no notice to the emergency management team the response will be reactive.

It is important to remind residents in the area that they too have a responsibility in British Columbia to be prepared and make efforts to protect their property and possessions from hazards. The provincial preparedness team recommends all residents have their own evacuation and preparedness plan to understand the risks around them as well as be able to safely evacuate if the situation requires such action.

Predominantly, only one third of residents in BC are prepared if a situation requires them to evacuate. The area of Quesnel and surrounding area is popular for hunting, fishing and outdoor activities enjoyed by the residents and visitors. Statistics show that in such area's residents are more prepared and self-sufficient than the provincial average.

Table 5.1 Hazard and Consequences

Event category (Referenced from City HRA)	Risk level	Advanced notice (proactive) or No Notice Event (Reactive)	Comments/Consequences
Wildfire Interface Fire	High	Advanced and No Notice	The wildfire threat rating is Moderate to High in the provincial Wildfire Threat Analysis.
Flood	High	Advanced Notice (in most cases)	Damage or loss of properties, major roads, access for emergency services and critical services
Hazardous materials release	High	No Notice	Contamination of air, land or water with potential health effects. Potential injury or loss of life.
Fire/explosion	High	No Notice	Contamination of air, land or water with potential health effects. Potential injury or loss of life.
Biological	Medium	No Notice	Contamination of air, land or water with potential health effects. Potential injury or loss of life.
Earthquakes/Land Shifts	Medium	No Notice	Damage or loss of properties, major roads, infrastructure, limited access for emergency services and critical services. Potential injury or loss of life.
Volcanic Eruption	Medium	Advance notice	Damage or loss of properties, major roads, infrastructure, limited access for emergency services and critical services. Potential injury or loss of life
Transportation Incidents	Medium	No Notice	Closure of transportation route, limited access for emergency services and critical services Potential injury or loss of life.
Extreme Air Pollution	Medium	Advance notice	Potential health impacts to vulnerable and healthy populations.
Landslide/mudslide/Debris flow	Low	No Notice	Closure of transportation route, damage or loss of infrastructure, damage or loss of property, limited access for emergency services and critical services Potential injury or loss of life.
Loss of Essential Services or Critical Infrastructure	Low	Advance notice or no notice	Extended interruption to electrical power, water, or sewer or loss of community access and egress routes

6.0 Evacuation Decision Principles

Evacuation is likely to have an impact on a range of services and to require a multi-agency response. For no-notice events, the decision to evacuate or potentially shelter in place may have to be taken quickly, and the emergency management team will confirm which agencies can instigate the evacuation. If time allows, the Emergency Operations Centre Director will take the decision to evacuate an area, and this should be in consultation with Incident command and other emergency response agencies. However, no notice events, the decision to evacuate will be a tactical decision by the Incident Commander based on public safety.

The decision should be based on an assessment of the threat to life and the impact (or anticipated impact) of an event. The merits and challenges of evacuation and subsequent shelter should be assessed, against the alternative of shelter in place. Wherever possible, the decision should be coordinated with plans for transportation and shelter.

In addition, local impacts should be considered, such as the disruption to daily life and the local economy. Once the decision is taken, the public and media should be notified.

There may be some risks where it is useful to understand the 'trigger point' for a decision to evacuate. For example, for some chemicals and other substances there are levels at which it is agreed that they are harmful to human health. Another trigger could be the height of the river: knowing the level at which an at-risk area should be evacuated will ensure that the evacuation takes place safely, before the area floods.

The emergency management team follows the principle set out in the British Columbia Emergency Management System (BCEMS) during a respective response. BCEMS is a comprehensive management structure that provides a framework for a standardized, coordinated and organized interagency response and recovery to all levels of emergencies and disasters.

BCEMS goals are listed on the following table.

Table BCEMS

1	Ensure the health and safety of the responders - The well-being of responders must be effectively addressed, or they may be unable to respond to the needs of those at risk.
2	Save lives - The importance of human life is paramount over all other considerations. When lives are at risk, all reasonable efforts must be made to eliminate the risk.
3	Reduce suffering - Physical and psychological injury can cause significant short and long-term impacts on individuals, families, and communities. Response measures should take into consideration all reasonable measures to reduce or eliminate human suffering.
4	Protect public health - Public health measures essential to the well-being of communities, should be maintained or implemented. Enhancing surveillance and detection, eliminating health hazards, minimizing exposure, and implementing programs such as widespread immunization may need to be considered.
5	Protect infrastructure - When necessary to sustain response efforts, maintain basic human needs, and support effective recovery, infrastructure that is critical to the livelihood of the community should be protected ahead of other property.
6	Protect property - Property can be essential to the livelihood of communities. When determining priorities, response personnel should evaluate the importance of protecting private and community property.
7	Protect the environment - The environment is essential to communities. When determining priorities, response personnel should evaluate the importance of protecting.
8	Reduce economic and social losses - The loss of economic generators can have short and long-term impacts on communities, including social losses related to the loss of community support networks and reduced employment, investment, and development. Response measures may be necessary to reduce these losses, and psychosocial interventions may be required for those impacted by the disaster.

7.0 Evacuation Event – Plan for the worst-case scenario

Evacuation and shelter planning should be proportionate to the risk identified locally. The scale of evacuation and shelter planning will depend on the types of risk that local areas face as outlined section 5. These will range from small-scale local events to risks that have regional consequences and that require large-scale evacuation and shelter.

This emergency evacuation plan is proportionate to the level of risk presented by event activities and the potential extent and severity of the incident.

7.1 Wildfire

Surrounding the area of the city, the wildfire threat rating is Moderate to High using the provincial Wildfire Threat Analysis maps due to the significant forested region surrounding the City of Quesnel. These areas have been devastated by the mountain pine beetle. As the climate warms and different pests such as the Douglas-fir beetle, spruce beetle, and spruce budworm further impact forest health, the risk of wildfires will increase.

The unprecedented wildfires of 2017 affected communities across the Cariboo-Chilcotin Region and demonstrated the unpredictable nature, incredible force, and extent to which wildfires threaten human settlement.

Several fires west have impacted Quesnel with smoke and poor air quality in the past decade including:

- In 2014, the Euchiniko Lakes (19,923 ha) 120 km west of Quesnel which resulted in Evacuation Alerts and Orders and people evacuated into Quesnel
- In 2010, the Pelican Lake complex of fires north of Nazko which covered a combined area of 35,506 ha
- In 2009, a 6,618-ha fire in Kluskus area, west of Quesnel

The 2017 wildfires had many direct and indirect effects to residents, businesses, and non-profits in the North Cariboo sub-Region. The 2017 fires led to human and animal evacuations from neighboring communities (Williams Lake, West Fraser, and Nazko) and economic impacts from the road closures (businesses and non-profits lost revenue and festivals were cancelled). This in turn provides conflict for the emergency management team to identify safe locations to evacuate to. The major locations will be completely dependant on the type and scale of the hazard that has potential impact to the City for Quesnel.

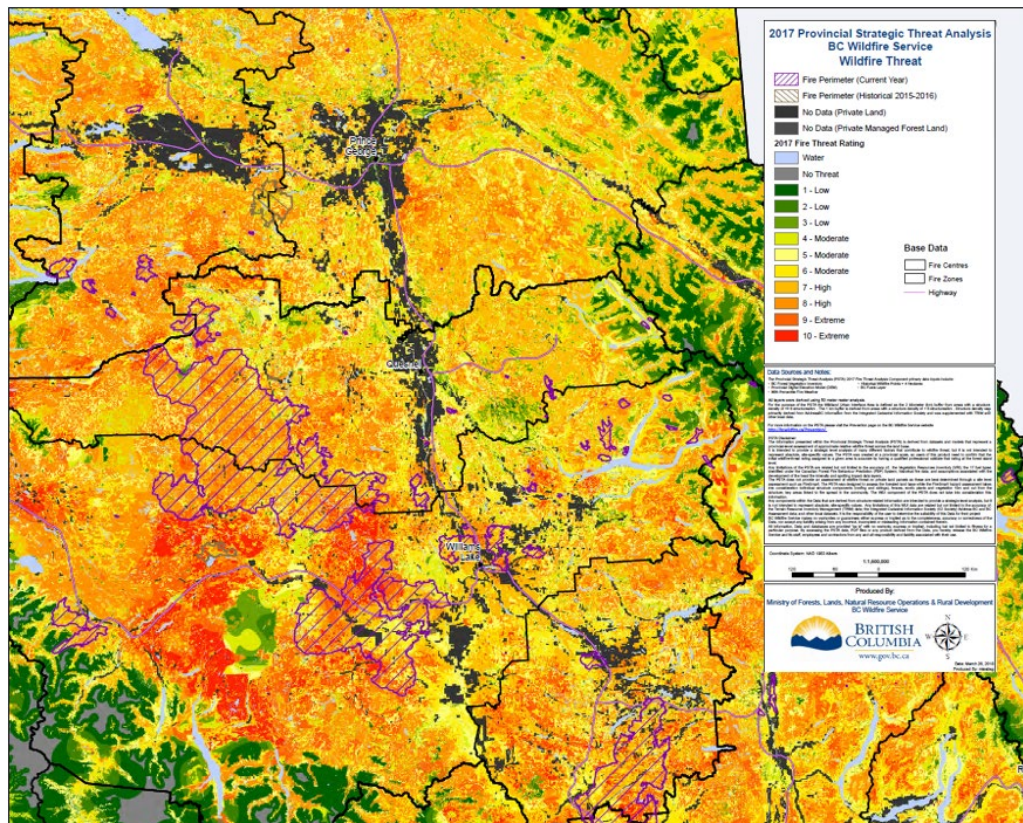
The City's Community Wildfire Protection Plan suggests that wildfires main direction of spread and highest intensity spread is to the north and east, placing the

southern and western parts of the CWWP AOI at the highest threat to landscape level wildfires.

Due to the many dynamic factors, including fuel type, slope, weather, humidity and suppression operations, can result in fires with the ability to spread up to 10km per hour if all the worst conditions for wildfire spread occur. In the case of recent wildfires that impacted populations such as the High River Wildfire in Alberta it was observed the wildfire spread was 1.5km per hour. It will be imperative that the emergency management team liaise with BC Wildfire Service and be aware of any wildfire within a significant area surrounding the City of Quesnel. The existing Emergency Response Plan includes existing wildfire procedures that provide the ability to monitor and take action for emergency management team.

It's also important to note that if these conditions are present, wildfire prevention and response agencies are on standby for immediate dispatch. Despite the low probability of this situation, it was important to understand the absolute worst-case scenario for planning purposes.

Figure Extracted from the Provincial Strategic Threat Analysis.



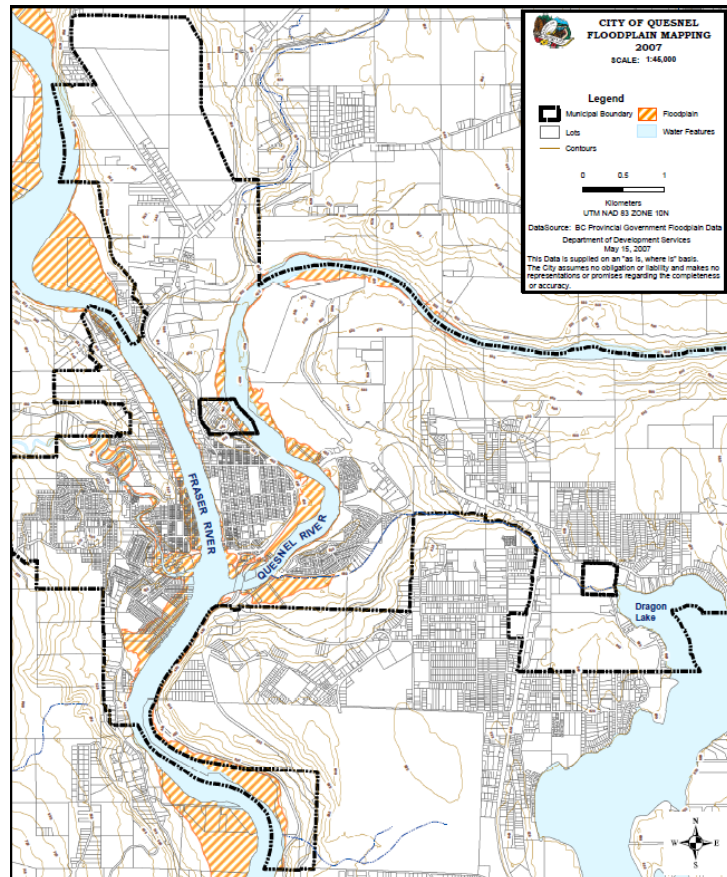
7.2 Flood

The City of Quesnel is located on an historic floodplain at the confluence of two major rivers, the Frazer and the Quesnel Rivers. Most of the flood hazard is located within the historic flood plain, adjacent to the river. Additionally, a third notable watercourse, Baker Creek enters the Quesnel River immediately south of the Moffatt Bridge, almost opposite the mouth of the Quesnel River. There is potential at this location, the confluence of the rivers to result in a back-water effect dependant on the flow quantities of each river and the creek. The provincial and City flood plain maps illustrate the potential worst-case scenario for flood water inundation in this area of the confluence.

The flood impact will depend upon the exposure of people and property to the hazard and their respective vulnerability to harm i.e. where they are located during the flood. Because of climate change, both the chance and consequences of flooding are increasing. It is expected that summer precipitation will likely decrease, and winter precipitation will increase. Snowmelt to occur earlier with lower meltwater runoff due to more rain generated runoff during the winter. This is important to understand flows within both major rivers as well as the Baker Creek. Note: Baker Creek watershed covers 1,582 km² with a median elevation of 1,100metres and maximum elevation of 1,500 metres. Thus, being susceptible to freshet flows.

Notable flooding locations within the city include the following areas:

- Johnston Bridge Loop (routinely)
- North Fraser Drive (routinely)
- Johnston Avenue (potential)
- Rolph Street area (potential)



7.3 Hazardous materials release/Fire and or Explosion

These two worst case scenarios have been described together due to the consequence being similar. With the City of Quesnel there are several potential sources that would result with either a hazardous release and or fire/explosions.

Hazardous materials (also referred to as dangerous goods) are substances, which, because of their chemical, physical, or biological nature, pose a potential risk to life, health or property when released. A release may occur by spilling, leaking, emitting toxic vapors or any other process that enables the material to escape its container, enter the environment and create a potential hazard. The hazard can be explosive, flammable, combustible, corrosive, reactive, poisonous, toxic, biological agent and/or radioactive. These hazards have the potential for occurring with no notice at any time of year.

Hazardous material release scenarios range from an industrial incident at one of the towns major industry sites, a fuel leak, ammonia release from an ice rink or chlorine release from a recreation centre. The sources, as with any city, are diverse and widespread.

A fire/explosion is dependant on the location and facility which it originates from, the fire could burn for several days, including widespread impact on air quality and potential consequences for immediate evacuation. Such an event would initiate a response from emergency services as well as the site itself, if it possessed an emergency response/fire fighting team. It is usual that most incidents are short lived.

If we illustrate a hazardous fuel spill as being the worst-case scenario for a hazardous material release there is potential release for up to 40 tonnes up into the local environment, watercourses etc. If ignited could result in large quantities of fire fighting media (foam) also impacting the environment. Due to the nature and location of the incident, roads and access routes may become impassable for a time. Emergency access into/out of large populated areas may require specific traffic control or become difficult or impossible.

In both cases, such incidents would initiate a response from the Emergency Services (especially Fire) to contain and make safe the incident site, if safe to do so. Additional responding agencies would become involved in responding such as the Ministry of Transportation and Infrastructure, if the incident took place on the Provincial highway road network as well and Ministry of the Environment. The area could require evacuating and depending on the harmful nature of the substance or even shelter in place.

8.0 Population Demographics and Profiles

Quesnel is a regional hub for services, industry, commerce and tourism. The 2016 BC census data shows Quesnel with a population of just under 10,000 with slow but steady increase in population. Within the City of Quesnel jurisdictional boundaries there are two additional jurisdictions: Dragon Lake No 3 Lhtako First Nation adjacent Dragon lake boundaries; and, the Cariboo Regional District subdivision River Park on the left-hand bank of the Frazer River. These areas have not been accounted for within this demographics section and Evacuation Plan.

Due to Quesnel being a regional hub, we see a significant influx of rural residences to work, shop and visit from the Cariboo Regional District Electoral areas in close proximity to the City. It is estimated that the population immediately surrounding the City is also approximately 10,000. The provincial highway 97 also is an arterial route through the city and the Ministry of Transportation and Infrastructure Quesnel Transportation Plan provides us an average through put of 7,000 vehicles per day.

Table Population Demographics. Source BC Census 2016:

Age	0-14	15-24	25-44	45-64	65+	Total
Population	1,655	1,170	2,210	2,895	1,995	9,879

Tourism is a primary industry in Quesnel and the surrounding area where visitors to the area can nearly double the City’s population. In 2017, 8,720 tourists visited the Quesnel Visitor Centre so we can confidently extrapolate there is a minimum of 10,000 visitors per year to the immediate area. It is expected that these figures fluctuate daily and especially on weekends throughout the seasons.

As with all cities in Canada there is a vulnerable population in the City, ranging from children (cared for by families and education establishments), individuals with disabilities, senior citizens requiring care and the transient population (tourists, business travellers, commuters and seasonal workers), or the homeless.

With regard to education establishments the enrollment population within School District 28 and part of the subset of the 10,000 City Residents, equates to an estimated 1300 students of all grades. Further education establishments within the City, University of Northern BC and the College of New Caledonia equate to approximately 650 enrolled students. All education establishments have their own evacuation plans and procedures and can enact them during any academic operating day (a school day).

Health care in Quesnel includes Northern Health facilities such as a 45-patient hospital, G.R. Baker Memorial Hospital and a residential care facility. Private health care ranges from assisted living to residential care. Approximate numbers of population within a care giving facility are 300. The Northern Health Authority have their own evacuation plans and procedures with the ability to respond to any type of emergency. Private health care preparedness will range dependant on the company, however the majority of organisations contacted were aware of evacuation procedures at the time of writing this plan.

In 2015 and 2016 the Ministry of Transportation and Infrastructure undertook a traffic survey to provide data for the Regional Transportation Plan and Highway 97 improvement options in Quesnel. Part of the report illustrates the amount of traffic using the Quesnel Highway 97 and entering the City (visitors and commuters). The table below shows the number of vehicles on an average day (including the summer average), secondary and tertiary routes were also surveyed which illustrates the amount of traffic entering the City at different intersections. This data allows us to plan for the warts case scenario and provide evidence of potential pinch points leaving and entering the City.

Table Vehicles per day (2016 Ministry of Transportation and Infrastructure)

Locations (South to North) Highway	Secondary routes	Tertiary routes	Annual Average Daily Traffic (vehicles per day)	Summer Average Daily Traffic (vehicles per day)
Hwy 97 South of Basalt Road	-	-	7,054	7,418
-	Quesnel Hydraulic Road		4,493	4,600
East of North Star Interchange	-	-	18,592	19,052
Quesnel River bridge	-	-	18,282	18,569
-	Johnston bridge		4,783	4,820
-		Blackwater Road	4,105	4,393
-	-	Anderson Road	2,442	2,613
Moffatt West Bridge	-	-	17,533	18,760
Hwy 97 South of Rome Ave	-	-	13,442	14,369
Hwy 97 South of airport	-	-	9,196	9,839
Hwy 97 North of Airport	-	-	6,212	6,529

Table Vehicle characteristics (2016 Ministry of Transportation and Infrastructure)

Vehicle Type	Percentage	Numbers of vehicle (average 7000 vehicles per day passing through Quesnel)
Passenger Vehicle	87	6,090
Single Unit Truck	1	70
Single Trailer Articulated Truck	10	700
Multi- Trailer Articulated Trucks	2	140

8.1 Population Evacuation Worst Case Scenarios

The figures illustrated below present a worst-case scenario and further information is included in the operational appendices. The data presented below incorporates contingency estimates from the data compiled. Several factors must be considered when presenting this information such as:

- The information is a modelled assumption using available data, past experience and case studies,
- The time of day of the evacuation event may increase these figures (working day, evening, weekend),
- One vehicle family (may significantly increase the need for transportation),
- Tourism (seasonal events such as Billy Barker Day),
- The population may be separated from vehicles and family members.

Number of Evacuees	Population category/requirements	Additional comments
18,000	residents, tourists and workers commuting into the City	Seasonal events
1,800	Carless population	Due to the geography and landscape of the area we have assumed only 10% would be without a car. Time of day may increase this by an additional 10%
3000	Require lodging	Not able to stay with friends and families in nearby population centres such as Prince George, Williams Lake, or Kamloops.
200	Require transportation assistance	The demand on transportation for residential homes, Northern Health Care Facilities, may significantly increase this figure due to the potential lack of available appropriate transportation. There is also the potential for time of day evacuation event impacted a population who have no access to personal transportation.

Note: In the event of a large-scale evacuation the City Emergency Operations Centre will be in contact with the EMBC's North East Provincial Emergency Operations Centre. Arrangements can be made through EMBC to access BC Transit or additional resources from elsewhere.

8.2 Transportation routes

Transportation routes are limited within and in proximity to the City of Quesnel due to the constraining features of the landscape and geography of the region. Highway 97 is a major provincial transportation corridor which runs through the

centre of Quesnel dissecting the City in in a south and north direction. Highway 97 provides connectivity as far south as the U.S. Border in Osoyoos to as far north as the Alaska U.S. Border along the Alaska Highway. From the regional perspective, Highway 97 continues south through the communities of Williams Lake, 100 Mile House and eventually Cache Creek, where Highway 97 intersects with Highway 1. To the north, Highway 97 passes through mostly undeveloped land until it reaches the larger community of Prince George where Highway 97 intersects with Highway 16.

Alternative transportation routes have been considered and are listed below and again in the operational response appendices. These alternative routes have been discounted as primary evacuation routes as they may lead to additional consequences that require detailed traffic management, vehicle restrictions, existing construction/maintenance work and of course depending on the time of year.

- Quesnel Hixon Road
- 10 Mile Lake Road
- Blackwater Road
- West Fraser Road

There is also a network of Forest Service Roads (FSRs) in the area. FSRs are roads found on Crown land and are not part of the provincial highway system managed by the Ministry of Transportation and Infrastructure (MOTI). FSRs are typically one or two-lane gravel roads used by industrial vehicles engaged in resource operations (e.g. forestry, mining or gas) or by the general public and commercial recreation operators (ex. rafting companies or fishing lodges). FSRs are not built or maintained to the same standards as public highways; most have gravel surfaces and are narrow (often one-lane wide). There may be roadside brush limiting visibility, soft shoulders, tight curves and road grades that are much steeper than on public highways. FSRs do not necessarily have signs or barriers identifying hazards or dangers. Common hazards on FSRs include large industrial vehicles; poor visibility due to brush, alignment, dust, fog or smoke; passing or being passed on narrow roads; changing road surface conditions; freezing rain or snow; others failing to follow traffic control procedures; wildlife; gravel; rocks; deep ruts; cliffs; and lack of turnaround areas. FSRs are a poor evacuation option for people without backcountry driving experience or off-road vehicles and require management with a high resource drain.

The Ministry of Transportation and Infrastructure has in place a Disaster Response Plan for all sections of provincial Highway 97 including the segments that pass through the City of Quesnel. It will be important for the City Emergency

Operations Centre to liaise with MOTI representatives (as well as RCMP) to provide a co-ordinated and management traffic evacuation from the City.

8.3 Road capacity

Using United States Army Corps of Engineers (USACE) for roadway capacity we establish a single lane highway is capable of the following figures illustrated in the table below.

The figures below are modelled with limited left and right turns; properly defined lanes and no obstructions near the edge of the roadway. In the event of an evacuation, RCMP have developed a traffic management procedure to ensure free flowing vehicles, in conjunction with MOTI and City Staff. To ensure an accurate representation, a commonly used rule is to reduce any theoretical figures by 25% to allow for actual ground conditions. Other traffic models produce road lane capacity at 1000 vehicles per hour at 40 km/hour or even higher. For the City due to the number of constrictions (including bridges) and the potential delays at intersections and the fact that all merging traffic must enter one central transportation route the USACE calculations have been deemed appropriate.

Speed Km/hour	Traffic density per mile	Traffic Flow (vehicles per hour)
8	77	388
16	60	600
30	36	732
40	30	750
Note: At higher speeds the traffic flow per hour is similar to the 40km/hour figures.		

8.4 Efficient and effective evacuation timing

To provide an estimate for how long the City will take to evacuate enables us to utilise the worst-case scenarios – a city wide evacuation. With all types of evacuation events there will be unique issues that require management, and these can range from traffic control, breakdowns, time of day with people wishing to try and return home, lack of resources to manage the evacuation and so on. Each evacuated zone (neighborhood) will behave in different ways due to the landscape and the amount of road junctions and merging traffic. The type of hazard is also a pre-dominant factor which can provide stress and emotion for people evacuating or oppositely complacency. Evacuation management is dependant on the following factors:

- Ease of zone evacuation
- The decision time for the official authority to evacuate
- Preparation time to notify the public at large to evacuate.

These factors and the formula below are explained in detail within the operational response document.

FORMULA FOR DETERMINING EVACUATION TIMELINE	
off) +	Time required to process the paperwork (drafting and sign-off) +
	Time required to mobilize notification personnel +
	Time required to notify impacted population +
	Time required to physically conduct the evacuation +
	<u>120 minutes contingency =</u>
	Trigger point for evacuation

It is important to know that the evacuation assessment for the worst-case scenario (community wide evacuate) are only a guide. The table below follows the assumption that 20% of the population would have self-evacuated before the authority provides an official evacuation order. It also assumes that is an evacuation alert if preceding the evacuation order over 50% of the population have undertaken some preparedness. Additional information per zone is within the operational plan.

Vehicle occupancy	Community wide evacuation in one direction	Community wide evacuation in two directions (north and south)
One	23 hours	12.5 hours
Three	7 hours	3.5 hours
Four	6 hours	3 hours

The assumed lane capacity for a single lane is calculated at 700 vehicles per hour. Allowance is given for official and mass transportation vehicles.

Progressive zone evacuation is when the zones closest to the hazard, where the most risk is, are evacuated first. If the hazard is a single point source, then concentric evacuation zones can be drawn at set measurements to evacuate the population most at risk. This progressive evacuation method increases road lane capacity, the ability for emergency services to navigate roads more effectively and reduce congestion on known intersections. In the case of City of Quesnel, progressive evacuation will only occur if the time parameters of the hazard and the level of risk are acceptable. A simple example would be for a hazard to the west of Quesnel which would result in evacuation of West and North Quesnel Zones being evacuated first and Johnson/Carson and South Quesnel Zones then being actioned.

Progressive evacuations usually will take longer but will provide a better controlled condition with lower highway volumes that avoid backups and reduce driver travel times out of the community. However, the practicality of compliance with phasing may be difficult if people perceive a serious threat.

There are different strategies to implement progressive evacuations, and the specific evacuation hazard will dictate if, and in what capacity, the evacuation is implemented. These strategies include:

- Issuing sequential evacuation orders that begin evacuations in areas closest to the hazard first, and then working away from the hazard. This ensures that people most at risk are moved out of the hazard area first.
- Issuing evacuation orders to evacuation zones closest to the outbound end of the community first and working backwards across the community. This strategy moves the outbound neighbourhoods out of the way, so inbound traffic can move through.
- Evacuating the neighbourhoods with the densest population areas first, as this will take the longest.
- Asking non-resident populations to leave during the evacuation alert stage to reduce the number of people that need to evacuate once the need for evacuation is confirmed and an evacuation order is issued.
- Allowing people, who will take more time to evacuate (e.g. people with disabilities or medical health issues), to leave first to ensure they have the time they need to evacuate safely.

It must be noted that progressive evacuation is more difficult to enforce and is dependant on the evacuation hazard and the information residents receive - wrong zones evacuating at wrong times will lead to unnecessary road

congestion. However, progressive evacuation allows for the emergency services to undertake any necessary mop up of the first zone(s) evacuated if resources allow.

8.5 Evacuation Zone Assembly Points

All residents are reminded that it is their responsibility to be prepared for all type of emergencies. The province reminds residents that if an emergency happens, it may take emergency workers some time to reach you. Residents should take steps to be prepared for yourself and your family for a minimum of 72 hours. Residents should discuss with family, friends and neighbours how to be prepared and how to evacuate if required.

However, at times people without access to personal vehicles will need to access transportation at designated pick-up points. The City Plan identified several strategically located assembly points in each corresponding evacuation zone. This use of these assembly points will be different depending on the urgency of the evacuation and congestion on the roads, and will be determined by the EOC, once the evacuation details are confirmed.

In advance notice evacuation scenarios, evacuees requiring transportation will be directed to walk or otherwise transport themselves to their nearest assembly point if they have no other alternative. It is worth noting that all scheduled transit services may be suspended during an evacuation as transit resources are diverted to the evacuation of people.

In no-notice evacuation scenarios when there is not enough time people will be directed to walk, cycle, or otherwise transport themselves to one of the pre-determined assembly points for further transportation via bus, van, shuttle, out of the community. In a no-notice evacuation scenario, in which transportation demand exceeds supply, people may be asked to limit their luggage to only what they can fit on their laps.

People will be notified on the evacuation alert and order and in public messaging by the EOC detailing assembly points and the required actions.

Table Community Evacuation Assembly Points

#	Community Evacuation Assembly Point	Civic Address
1	École Baker	610 Wade Ave, Quesnel, BC V2J 1E3
2	Voyageur Elementary School	1337 Lark Ave, Quesnel, BC V2J 4K5
3	West Fraser Centre	330 Vaughan St, Quesnel, BC V2J 2T1
4	Carson Elementary School	1255 Graham Ave, Quesnel, BC V2J 3E2

5	Dragon Lake Elementary School	2671 Quesnel Hydraulic Rd, Quesnel, BC V2J 4H4
Community Assembly points are focused on population density. Register for Emergency Notifications to keep up to date for any changes.		

Emergency Preparedness Community Evacuation Zones



Community Evacuation Assembly Point	City Address
1. Fairview	670 White Ave, Quesnel, BC V2J 1T5
2. Douglas Elementary School	1337 York Ave, Quesnel, BC V2J 4E5
3. West Fraser Centre	380 Vaughan St, Quesnel, BC V2J 2J3
4. Carson Elementary School	1255 Graham Ave, Quesnel, BC V2J 3E2
5. Dragon Lake Elementary School	2671 Quesnel Highway Rd, Quesnel, BC V2J 4H4
Utility addresses	
• Primary Reception Centre Arts and Recreation Centre	500 N Star St, Quesnel, BC V2J 5P6
• Secondary Reception Centre, IT Affiliated: Cornelia Secondary School	850 Anderson Dr, Quesnel, BC V2J 3S4
• RCMP	584 Carson Ave, Quesnel, BC V2J 2B5
• Fire Hall	810 Cleburne St., Quesnel, BC V2J 2A4
• City of Quesnel	410 Stewart Street Quesnel B.C. V2J 2J5
• G.R. Baker Memorial Hospital	543 Front St., Quesnel, BC V2J 2K7

Official Emergency Information
City of Quesnel
[City of Quesnel Emergency Website](#) - Find interactive maps and resource information on emergency preparedness and recovery.
Sign Up for Emergency Notifications - Stay up to date on the latest emergency information and news releases.
EMERGENCY MANAGEMENT BC (EMBC)
 To report a provincial emergency, contact Emergency Management BC's Emergency Coordination Centre 1 800 663-3455
BC WILDFIRE SERVICE
BCWS Wildfire Dashboard has information on fire danger ratings, wildfires, and interactive wildfire map and much more to keep you up to date on the status of active wildfires.
OFFICIAL EMERGENCY NUMBERS
 City of Quesnel General Information:
 250-992-2111
 After hours contacts:
 250-992-2111 or 250-992-6380
 To report a wildfire or irresponsible fire behavior call: 1-800-668-9555 or *5555 (cell)
 Report all Poachers and Polluters (RAPP)
 1-877-952-7277 or 37277 (cell)



Legend

- Assembly Points
- Arts and Recreation Centre
- City Hall
- Cornelia Secondary School
- G.R. Baker Memorial Hospital
- Fire Hall
- RCMP Detachment
- Municipal Boundary
- HWY 97
- West Quesnel Zone
- Johnston/Carson Zone
- South Quesnel Zone
- North Quesnel Zone

Map Produced by: City of Quesnel Development Services Department
 July 12, 2019

8.6 Residents that require assistance to evacuate

People who cannot travel to central assembly points will be directed to call the EOC/Logistics/ Emergency Support Services to request transportation directly from their residence. The EOC will receive the call and ask a series of questions to determine the transportation need. As part of the plan care providers in the City were contacted firstly, to raise awareness regarding evacuation and secondary have indicative numbers of people who may require assistance. This information is listed in the operational plan.

8.7 Residents with pets

In addition to people, pets must be evacuated when an evacuation order is issued and cannot be left behind. People, who have pets and do not have access to personal vehicles, will need to bring their pets with them to pick-up points. Ideally, there would be resources available to dedicate buses to people with pets and people that are comfortable riding with them. The decision to allow household pets onto private transportation is at the discretion of the owner of the vehicle and the instructions from the EOC. Confining pets on buses for long periods of time is not optimal. Additional information is included in operational plan regarding animals and livestock.

8.8 EOC Request for additional transportation resources

It is highly unlikely that available transportation resources in the region will be enough to meet the demand for transportation in a mass evacuation. Transportation resources will be required from outside the region. At the request of local government EOC, EMBC will coordinate and provide additional transportation resources in support of evacuation operations. The EOC should put in a resource request for extra transportation resources, ideally as soon as a mass evacuation is considered and at the evacuation alert stage, so that additional resources can be sourced, staffed and moved into the community, before an evacuation order is issued. Further information is included in the operational plan.

9.0 Evacuation Authority

The legal authority for the City of Quesnel to order an evacuation is mandated within the Emergency Program Act (EPA) (1993) Section 12(1). Under this statute, the head of the City is permitted to declare a SOLE giving access to the emergency power to: “cause the evacuation of persons and the removal of livestock, animals and personal property that is or may be affected by an emergency or disaster and make arrangements for the adequate care and protection of those persons, livestock, animals and personal property”.

The City is also required under Section 2 (3) (f) of the Local Authority Emergency Management Regulation to: “coordinate the provision of food, clothing, shelter, transportation and medical services to victims of emergencies and disasters, whether that provision is made from within or outside of the local authority”.

An evacuation order is issued when the risk to life of remaining in place is assessed to be greater than the risk of evacuation. Under the EPA Act, and the City Bylaw No. 1744 (establishment of an emergency program), the City have the legal authority to evacuate their populations, if the safety of people or property are at risk. Despite the dynamic nature of evacuations, evacuations are generally categorized in two ways:

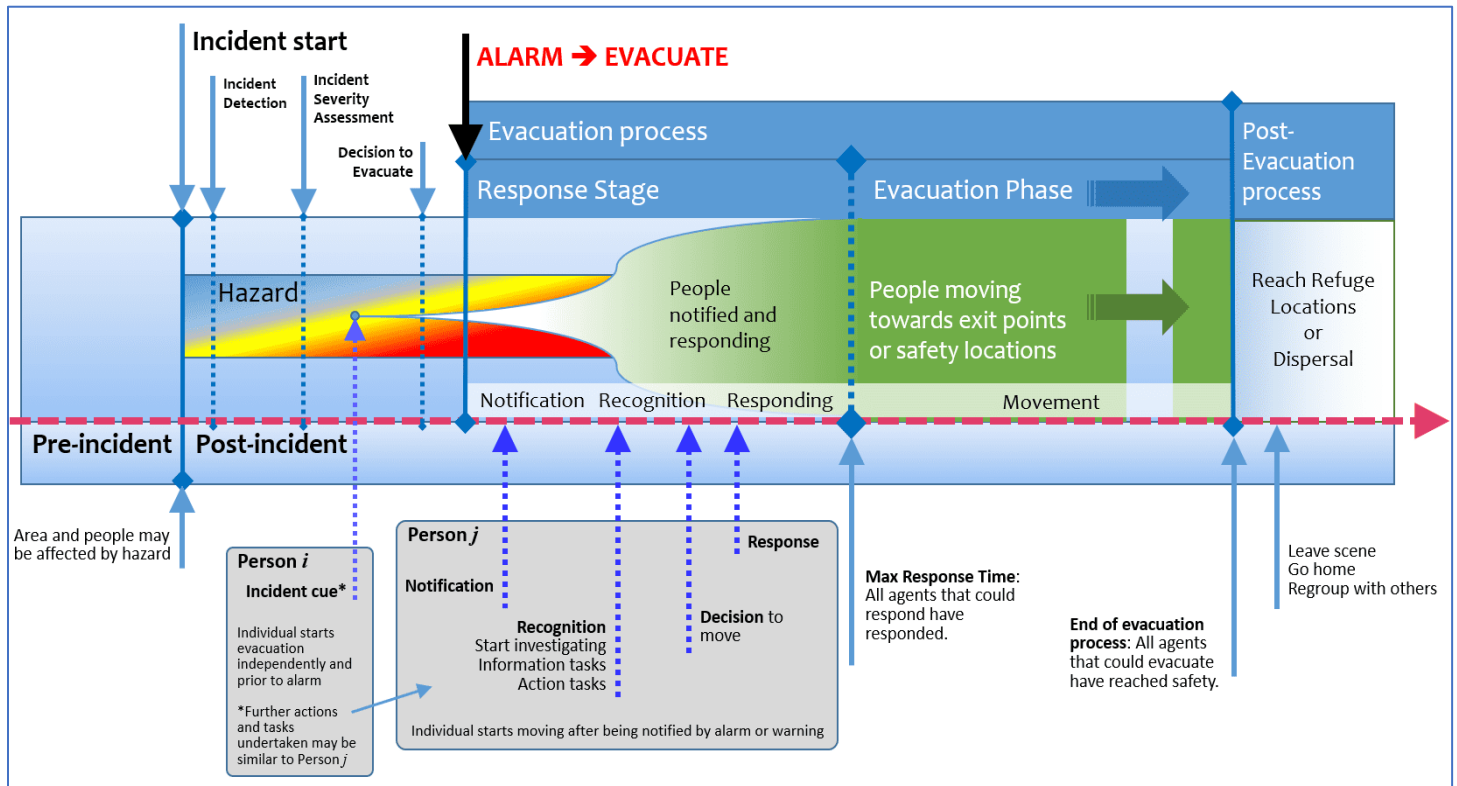
Advanced Notice Evacuation	No-notice
An event that can be predicted to impact an area in the next hour/several hours or even following day	An event with no prediction available, or, a unforeseen situation that worsens quickly, or new information is presented to the decision making. No-notice evacuation are usually a tactical evacuation on the incident site

The type and scale of the emergency will determine the type of evacuation that is ordered. The decision on whether to evacuate or shelter-in-place shall be carefully considered according to the timing and the nature of the incident. An evacuation effort involves an organized and supervised plan to relocate people from an area of danger to a safe location. The Incident Commander, EOC Director will call for a formal evacuation or the RCMP/Fire Chief will call for a tactical or immediate on-site evacuation depending on the circumstances presented at the emergency scene.

The Emergency Program Director shall be notified whenever an evacuation action is implemented or anticipated. If food or shelter are required, the

Emergency Support Services (ESS) Leader will be notified to coordinate the activation of a Reception Centre and/or Group Lodging facility.

Figure: Evacuation process (source: Disaster Response In-Prep)



9.1 Authority to Order an Evacuation

Mandatory evacuations take place to protect the health and safety of individuals, animals and first responders. Clearing an emergency may also allow for emergency workers and contractors to more safely rectify the situation to protect critical infrastructure. Some examples are; diverting floodwaters, fighting a fire, or clearing a landslide from a route of transport.

Mandatory evacuations should be considered when:

- road access may be cut off preventing individuals from accessing or escaping from a specific location;
- emergency services can no longer be safely delivered;
- essential services (e.g. power, water, heat, etc.) can no longer be delivered, or when
- flood waters may inundate a location where individuals reside.

To order a mandatory evacuation, the City of Quesnel must “Declare a State of Local Emergency” signed by the Mayor as enabled under the Emergency Program Act. In the event of an unplanned or tactical evacuation, the documentation for the “Declaration of a State of Local Emergency” may be completed while the evacuation is in progress adherence to the BC Emergency Management System (BCEMS) response goals;

1. Ensure the health and safety of responders
2. Save lives
3. Reduce suffering
4. Protect public health
5. Protect infrastructure
6. Protect property
7. Protect the environment
8. Reduce economic and social losses

For additional guidance please refer to: [EMBC BCEMS](#)

The City Bylaw No. 1744 establishes an emergency program within the City of Quesnel. The Council as delegates the Declaration of a State of Local Emergency to the Chief Administrative Officer, who will act as the Emergency Operations Centre Director in the case of a Declaration of a State of Local Emergency. This then allows implementation of procedures to prevent, respond to or alleviate the effects of an emergency or a disaster, including causing the evacuation of persons, animals, and personal property from any part of the municipality that is or may be affected by an emergency or a disaster.

Additional authority for agencies to close an area and order an evacuation is found in the following Acts as may be amended periodically:

- The Criminal Code of Canada authorizes the RCMP to evacuate buildings or areas for criminal investigation or activities (i.e. hostage taking, bomb threat, etc.).
- The Emergency Program Act R.S.B.C. 1996 Chapter 111.
- The Fire Services Act R.S.B.C. 1996 Chapter 144.
- The Wildfire Act R.S.B.C. 2004 Chapter 31.
- The Forest and Range Practices Act R.S.B.C. 2002 Chapter 69.
- The Petroleum and Natural Gas Act R.S.B.C. 1996 Chapter 361.

- The Public Health Act [SBC] 2008

Further information is within the operational plan.

9.2 Evacuation Stages

9.2.1 Stage 1: Evacuation Alert

The Evacuation Alert is the first stage of the evacuation process when the “population at risk” is warned of the potential need for evacuation. This alert highlights the nature of the danger and that one should be prepared to evacuate their home and area immediately or with little or no notice.

During the alert stage, the movement of vulnerable or special needs groups including disabled persons, transient populations (including tourists), health care facilities, livestock, and in some cases, school population, should become a priority.

Possible methods of warning the population at risk include:

- Door to door notification with pamphlets delivered by members of the RCMP, SAR, Government Staff, the Military or civilian volunteers directed by the EOC;
- Radio and/or television broadcasts;
- Sirens and mobile/aerial public address system announcements;
- City of Quesnel Municipality website; and
- Emergency Notification System.

The Evacuee Information Handout should be attached to each copy of the Evacuation Alert delivered to each affected residence or premise within the area at risk. Copies shall also be posted on the City of Quesnel website and, if the ESS reception Centre is activated or on standby, on its bulletin board or in the hands of the ESS Leader.

The Evacuation Alert should include:

- Risk area perimeter and evacuation routes;
- Reception Centre location including address; and
- Emergency Call Centre contact number, if activated, otherwise Government Switchboard.

9.2.2 Stage 2: Evacuation Order

The Evacuation Order should include:

- The time the order is in effect;
- The hazard;
- A description of the risk area with boundaries;
- Applicable powers to be utilized;
- The name and address of Reception Centre, and
- The Emergency Call Centre contact number for those requiring assistance; and
- The direction that all persons in the affected area are to be told the following statement; **In the interest of your own safety and the safety of emergency response personnel and considering the risk, you are NOW ORDERED to leave the area.**

There is no discretion allowed in the Evacuation Order, which clearly indicates immediate evacuation and relocation.

9.2.3 Stage 3: Evacuation Rescind

When the emergency which necessitated the evacuation is under control and the risk area is declared safe, an Evacuation Rescind will be issued. The Evacuation Rescind should advise the population at risk that the danger may reoccur and that an Evacuation Alert or Evacuation Order may be reinstated. If this happens, the process recommences from Stage 1: Evacuation Alert.

If an evacuation alert or order can be lifted for only a portion of the area under evacuation, it is recommended that the original evacuation order be lifted, and a new evacuation order be issued with the new boundaries.

9.3 Unplanned Evacuations

Evacuation of those at risk from emergency situations that occur tactically on scene or with little or no warning will be implemented for a particular purpose as necessary. An emergency responder such as the Fire Chief, an RCMP Officer or the Incident Commander may initiate the evacuation process, while soliciting additional support from the Emergency Program Director. (An EOC may be activated.)

For unplanned evacuations, where a Declaration of State of Local Emergency is required, the emergency responder deemed the Incident Commander will conduct the evacuation while the EOC Director handles the documentation pertaining to the Declaration of State of Local Emergency in accordance with the BCEMS Response Goals.

10.0 Operational Evacuation Plan Concept

10.1 Evacuation Management and Coordination

The City of Quesnel evacuation process is consistent with the response and recovery sections of BCEMS and the EOC guidelines and allows for scalability based on the needs arising from the emergency/disaster. It is based on the Incident Command System (ICS) used by first response agencies.

The City has primary responsibility for the management of an emergency response within their jurisdiction, including evacuations, and will most likely be the authority to issue an evacuation order. Once a decision to evacuate has been made, the evacuation process is coordinated and managed by the local government that issued the evacuation order. The effective implementation of any evacuation requires liaison with other responding agencies and early communication is important. The evacuation management spans several levels: At the site level, where operations facilitating the evacuation are actively conducted; the site support level at the local government's EOC, which is responsible for coordinating with and supporting the evacuation; at a regional local government level with coordination directly between local government EOCs and officials; and at the provincial regional level, with the North East Provincial Regional Emergency Operations Centre (NE PREOC) at Prince George. Support to the NE PREOC may also be provided by the Provincial Emergency Coordination Centre (PECC) based in Victoria, which would also assist in bringing in federal assets if needed.

The EOC may be activated if any of the following conditions exist:

- Significant number of people at risk;
- Additional resource support is required at the site;
- Additional authority is required (e.g., Declaration of State of Local Emergency);
- Evacuation has occurred or there is evacuation potential;
- Event crosses jurisdictional boundaries (e.g., train derailment, flood);
- Multiple sites involved;

- Coordination of multiple agencies, beyond a normal response;
- Magnitude and potential duration of event (e.g., forest fire, flood);
- Significant property damage – private and / or public;
- Significant financial risk to private sector; or
- Environmental risks.

This plan does not address all the components of how to run an Emergency Operations Centre but provides a general overview of certain roles. These details are included in City's Emergency Response Plan.

All action tables, flowcharts and information required for decision making and planning evacuations have been included in the separate operational plan. The rationale to create a separate document includes the requirement to control sensitive information and contact numbers. Additionally, it provides responders with a more succinct and actionable document that they are able to refer to the respective section and template.

10.1.1 EOC Structure

- Whether at the site level or the site support level, the response structure is built around five primary management functions. These are:
 - Command (site level) / management (site support level)
 - Operations
 - Planning
 - Logistics
 - Finance

The Incident Command System is a standardized-on site management system designed to enable effective, efficient incident management by integrating a combination of facilities, equipment, personnel, procedures, and communications operating within a common organizational structure.

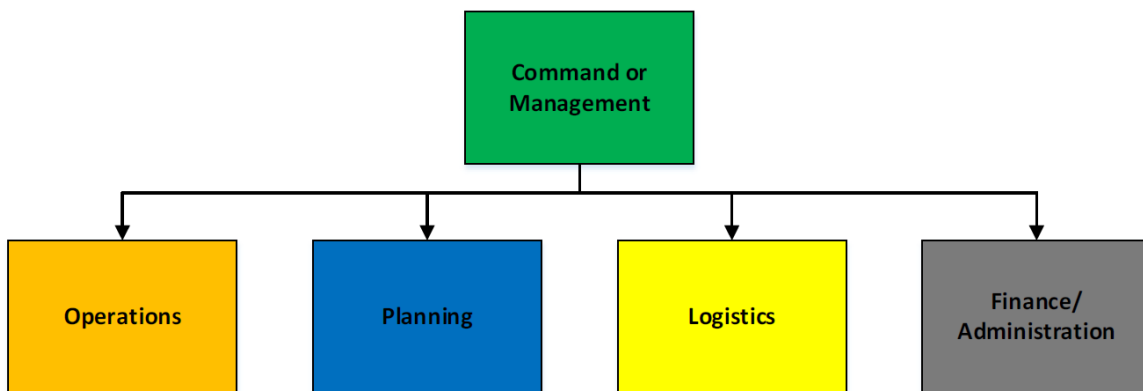
ICS has three primary purposes:

- To provide for the orderly and predictable division of labour
- To provide for the overall safety at the incident or event
- To ensure that the work at the incident or event is performed efficiently and effectively
-

The system has considerable internal flexibility; it can grow or shrink to meet the changing needs of the incident or event. ICS has been tested in more than 30 years of applications, in emergency and non-emergency situations ranging from small to large incidents, by all levels of government as well as the private sector.

ICS presents standardized organizational structure, functions, processes, and terminology. Standardized processes allow all who respond to the same incident to formulate a unified plan to manage the incident. The use of standardized ICS plain language terminology reduces the risk of miscommunication among the many responders.

ICS management functions:



10.1.2 EOC Sections

Policy Group: This group supports the EOC efforts by providing strategic interpretation of existing policies and developing new policies to guide response and community recovery. Usually meetings do not take place in the EOC.

Management: Responsible for overall coordination of the EOC; public information, media relations; agency liaison and risk management procedures.

Operations: Responsible for establishing communications with the site and coordinating all site support activities through the implementation of an EOC Action Plan.

Planning: Responsible for collecting, evaluating and disseminating information, developing the EOC Action Plan and Situation Report in coordination with other sections and maintaining EOC documentation.

Logistics: Responsible for providing facilities, services, personnel, equipment and materials.

Finance/Administration: Responsible for all EOC Financial Activities and tracking expenditure.

10.1.3 EOC Activation Level

EOC Activation	Event/Situation
Level 1 Low level Activation	Isolated event One site with two or more agencies involved Potential threat of flooding/server storm/interface fire (examples) Minimal evacuations EOC may be virtual
Level 2 Medium Activation	Moderate Event Several agencies involved Limited evacuations Some resources/support required
Level 2 Full activation	Major Event, multiple sites Regional or Provincial Disaster Multiple agencies involved Extensive evacuations Resources/support required

10.1.4 SITE- First Responders

First responders at the site level are responsible for activating on the ground aspects of the evacuation plan, such as determining the geographical area that requires evacuation; delivering evacuation alerts or orders; implementing the transportation plan; and providing security within evacuated areas. First responders at the local site level will remain responsible for managing and conducting emergency operations working under Unified Command (UC) and the Incident Command Systems (ICS). In addition to conducting planned evacuations in advance notice situations, there may be times when first responders will be responsible for initiating tactical evacuations in no-notice situations. Examples include hazardous release or in the period before the EOC is fully activated.

10.1.5 Site Support- Emergency Operations Centre

Once the City has made the decision to issue an evacuation order or decides that an evacuation order may need to be issued, the EOC will be activated (if not already done). The EOCs are responsible for requesting resources and

capabilities, conducting advanced planning, and sharing information to help with operations and contribute to the local and regional common operating picture.

Ideally, all municipal departments and external agencies with staff responding on site will have representatives in the EOC. If a staff person is not available from a department or agency, a direct point of contact will be assigned in the EOC, so situational awareness is gathered, and information updates shared with the agency.

10.1.6 Regional Support

Direct coordination and communication with other local governments in the region will be essential to coordinate the movement and reception of evacuees. If EOCs are activated in each community, coordination and communications will take place between EOCs. If an EOC is only active in the affected community, it should communicate with the emergency program coordinators in other parts of the region, which may be affected by the evacuation.

10.1.7 Provincial Support (Provincial Regional Emergency Operations Centre)

Local governments are further supported and may be coordinated by the NE PREOC, if requested and required. Coordination and support at the national level for evacuations will be provided when the provincial capability is overwhelmed, and federal resources are required.

10.1.8 British Columbia Emergency Management System

The British Columbia Emergency Management System (BCEMS) and the Incident Command System (ICS) will be adhered to in all aspects of the response. These are:

Table BCEMS

1	Ensure the health and safety of the responders
2	Save lives
3	Reduce suffering
4	Protect public health
5	Protect infrastructure
6	Protect property
7	Protect the environment

8	Reduce economic and social losses
----------	--

In addition to BCEMS and ICS it is important that all responders have a high level of interoperability.

Emergency Operations Centres should request appropriate liaison representatives between the responders to facilitate greater levels of communication, co-operation and co-ordination. This allows them to establish jointly agreed objectives and a coordinated plan, resulting in more effective incident resolution. Those principles are illustrated in the table below. They will often, but not always, be followed in the order in which they are presented.

Table Interoperability Principles

Interoperability Principles	
Co-locate	Co-locate at the EOC or Command post as soon as practicably possible at the pre-determined location.
Communicate	Communicate clearly using plain English. Use ICS terminology and ensure understanding of all audiences. Avoid acronyms.
Co-ordinate	Develop joint working strategies. Identify priorities, resources and capabilities for an effective response, including the responsibilities of those in attendance and timing of further meetings. Potential options or courses of action should be evaluated, considering: Suitability: Does it fit with the strategic direction? Feasibility: Can it be done with the available resources? Acceptability: Is it legal, morally defensible and justifiable?
Shared situational awareness	Shared Situational Awareness through joint EOC briefings will provide a common reporting information picture.
Jointly understand risk	Different responders may see, understand and treat risks differently. Jointly understand risk by sharing information about the likelihood and potential impact of threats and hazards to agree potential control measures.

10.2 Evacuation Assessment

The initial stage of an evacuation is the confirmation of the incident. Incidents may be detected by an alarm or early warning system or reported by a 911 call from a member of the public or third party. In most scenarios the first response agency with jurisdictional authority of the incident will respond to the incident site and establish an Incident Command Post (ICP), the physical location of the tactical-level, on-scene incident command and management organization.

The Incident Commander (IC), the first responder responsible for overall management of the incident, will confirm the following:

- location,
- assess the incident,
- determine the magnitude (or the potential magnitude),
- the number of people at risk,
- notify additional first response agencies required at the site, and,
- take any immediate measures required to protect life and property.

In life-threatening situations, the IC may execute a no-notice evacuation to clear people immediately from the risk area or people may have already fled the area.

10.2.1 CAO/EOC DIRECTOR NOTIFICATION

Once a hazard is judged to be a significant threat to the public, the IC will alert others of the incident. This step involves notification to the CAO/EOC Director (or delegate). Consistent with current practice, City Emergency management staff are required to promptly inform the Chief Administrative Officer (EOC Director) when a major emergency event occurs or may occur that could endanger lives or have a significant adverse impact on the community, or a portion of the community. It is imperative that information reaches the right person in a timely manner. If the CAO/EOC Director is not informed or cannot be reached and no one takes charge, decisions may be delayed or overlooked.

In most cases the initial notification will include a recommendation for protective measures. A Situational Awareness & Threat Information Form can be used to gather the necessary information (see following page).

Important: CAO/EOC Director

The City is required to issue a State of Local Emergency (SOLE) in order to access the authority to perform an evacuation. Boundaries of the SOLE must cover all areas under evacuation. SOLEs expire after seven days.

If it is required to leave the Evacuation Order in place past the seven days, the City must request an extension approval from the Minister of Public Safety and Solicitor General (PSSG) through EMBC three days prior to the SOLE expiration.

Should the SOLE expire prior to receiving an extension approval, the City will have none of the emergency powers associated with the SOLE under the EPA. Extension requests are facilitated through your PREOC or Regional Duty Manager (RDM).

Report: Situational Awareness & Threat Information

Situational Awareness & Threat Information		
Date:	Time:	
Source of Information:	Agency:	
Cell Phone #:	Radio Channel	
Incident/Threat Information		
Type of Threat/Incident		
Location		
Incident Command Post Established?	Yes	Location of ICP:
	No	

Summary of Threat/Incident?			
Who is Responding?			
Protective Actions			
Is a protective action recommended to protect the public?	Yes	Evacuation Alert	Shelter in Place
		Evacuation Order	Unknown
No			
If yes, describe the evacuation area (zones and geographic boundaries)			

A copy of this template is provided in the Operations Plan

10.2.2 Decision to Evacuate

Ordering an evacuation too far in advance can expose the evacuees to unnecessary hardship and/or create a risk of complacency for future evacuations. Waiting too long may force the community to evacuate under higher risk conditions. The time of day is also critical- is there enough daylight available to support the safe and full evacuation of the population? A general formula for determining the time needed to conduct an evacuation is provided below:

<p>FORMULA FOR DETERMINING EVACUATION TIMELINE</p> <p>Time required to process the paperwork (drafting and sign-off) + Time required to mobilize notification personnel + Time required to notify impacted population + Time required to physically conduct the evacuation + <u>120 minutes contingency</u> = Trigger point for evacuation</p>

Some of the considerations that need to be addressed when determining whether or not to evacuate include, but are not limited to:

- Areas/facilities that are at risk
- Population size and demographics
- Where the impacted population can be evacuated to
- Evacuation route availability and capacity
- Availability of transportation resources
- Time required to mobilize evacuation resources and physically conduct evacuation
- Time of year, day of week, time of day

- Current and forecasted weather
- Advice received from the IC and/or available hazard-specific subject matter experts including Traditional Indigenous Knowledge Keepers and technical specialists

In most cases the IC will determine the most appropriate protective measure and put the recommendation forward to the CAO/EOC Director (or delegate) at the time of initial notification.

The chart on the following page lists the hazards that could cause a mass evacuation in the City of Quesnel and identifies for each scenario who the IC (Lead Agency) is likely to be.

Once the decision to evacuate has been made and the timeline established there are various departments and agencies that will need to be notified. Who needs to be notified will depend on the hazard and location? These may include, but are not limited to:

- Senior Management Team
- Council

External agencies:

- BC Wildfire Service
- BC Emergency Health Services (Ambulance)
- Ministry of Transportation and Infrastructure
- School District #28
- Northern Health
- RCMP Quesnel/Prince George
- Quesnel Search and Rescue

Emergency Management BC

Neighboring communities:

- Cariboo Regional District
- Lhtako Nation

10.2.3 Lead Agency Chart

Event Type	Lead Agency	Agency Likely to Recommend an Evacuation Order to EOC Director
Natural Hazards		
Flood- moderate to major	City (Fire Service/Public Works Department)	City EOC Director in communication with Public Works staff, EMBC, and following notifications issued by the River Forecast Centre
Debris flow	Depends, see right column	The lead agency in a debris flow will depend on the trigger for considering an Evacuation Alert or Order. Natural Resources Canada and FLNRORD via EMBC may be able to provide some notice in advance although it is unlikely an evacuation could take place before impact. If the trigger is unsafe buildings or impeded access routes, the City may make the determination with the assistance of rapid damage assessment personnel, structural engineers, and EMBC.
Air Quality (wildfire smoke)	Northern Health Medical Health Officer	Northern Health Medical Health Officer in discussion with the EMBC and EOC Director.
Interface fire	BC Wildfire Service in discussion with SFRS	BC Wildfire Service in discussion with Quesnel Fire Rescue Service Fire Chief and EOC Director
Volcanic eruption	Natural Resources Canada facilitated through EMBC	Natural Resources Canada would be subject matter expert with their recommendations to communities being facilitated through EMBC

Earthquake	Depends, see right column	The lead agency in an earthquake will depend on the trigger for considering an Evacuation Alert or Order. If the trigger is public safety as a result of fires, the recommendation may come from City FRS. If the trigger is unsafe buildings, the EOC may make the determination with the assistance of rapid damage assessment personnel, structural engineers, and EMBC.
Loss of Essential Services or Critical Infrastructure	Utility providers facilitated through EMBC	The utility provider in consultation with EMBC and the EOC Director
Human-Caused		
Hazardous Substance Spill or Explosion	City Fire Rescue Service	Quesnel Fire Rescue Service in communication with Transport Canada (technical expertise)
Terrorist assaults (including the use of conventional weapons, as well as chemical, biological, radiological, or nuclear agents)	RCMP	RCMP

10.2.4 Evacuation Group

It is likely the CAO/EOC Director will want to consult with specific staff to help determine an appropriate protective measure.

The City Evacuation Group includes:

- Chief Administrative Officer
- City Manager/Director
- Fire Chief
- RCMP Staff Sergeant
- Emergency Program Coordinator

In some scenarios, the Evacuation Group may not have the technical expertise to determine the most appropriate protective measure and may need to consult a technical specialist. Technical specialists can be arranged through EMBC or via private local contractors.

10.2.5 Protective measures

The EOC Director (or delegate), in consultation with the Evacuation Group, must choose a course of action to protect the public. Complex issues need to be considered in making this decision, often with only limited information and time

available. There are five protective measures available to decision-makers which include:

#	Initial Actions
1	Monitor & Re-assess – Scenario does not pose an immediate threat but has the potential to escalate. The emergency is closely observed, and the risk re-assessed at consistent intervals determined by the IC or EOC Director. Since emergencies can evolve and change quickly, advanced planning should begin for any incident that may require a mass evacuation.
2	No-notice Evacuation – Immediate evacuation by the IC of the area at risk. No-notice evacuations are implemented when there is no time to coordinate a planned evacuation because the emergency is imminent or has already occurred.
3	Evacuation Alert – Alert is issued to warn the public of a potential threat and advises that they may be told to evacuate at a moment’s notice and should prepare to evacuate.
4	Evacuation Order – Order notifies the public that they are legally required to immediately evacuate the area under Order.
5	Shelter in Place Order - Shelter-in-place is an alternative protective measure to evacuation where people are asked to stay inside and close windows and doors. Shelter-in-place may be used as a protective measure during a hazardous materials release, severe weather event or a threat of criminal violence.

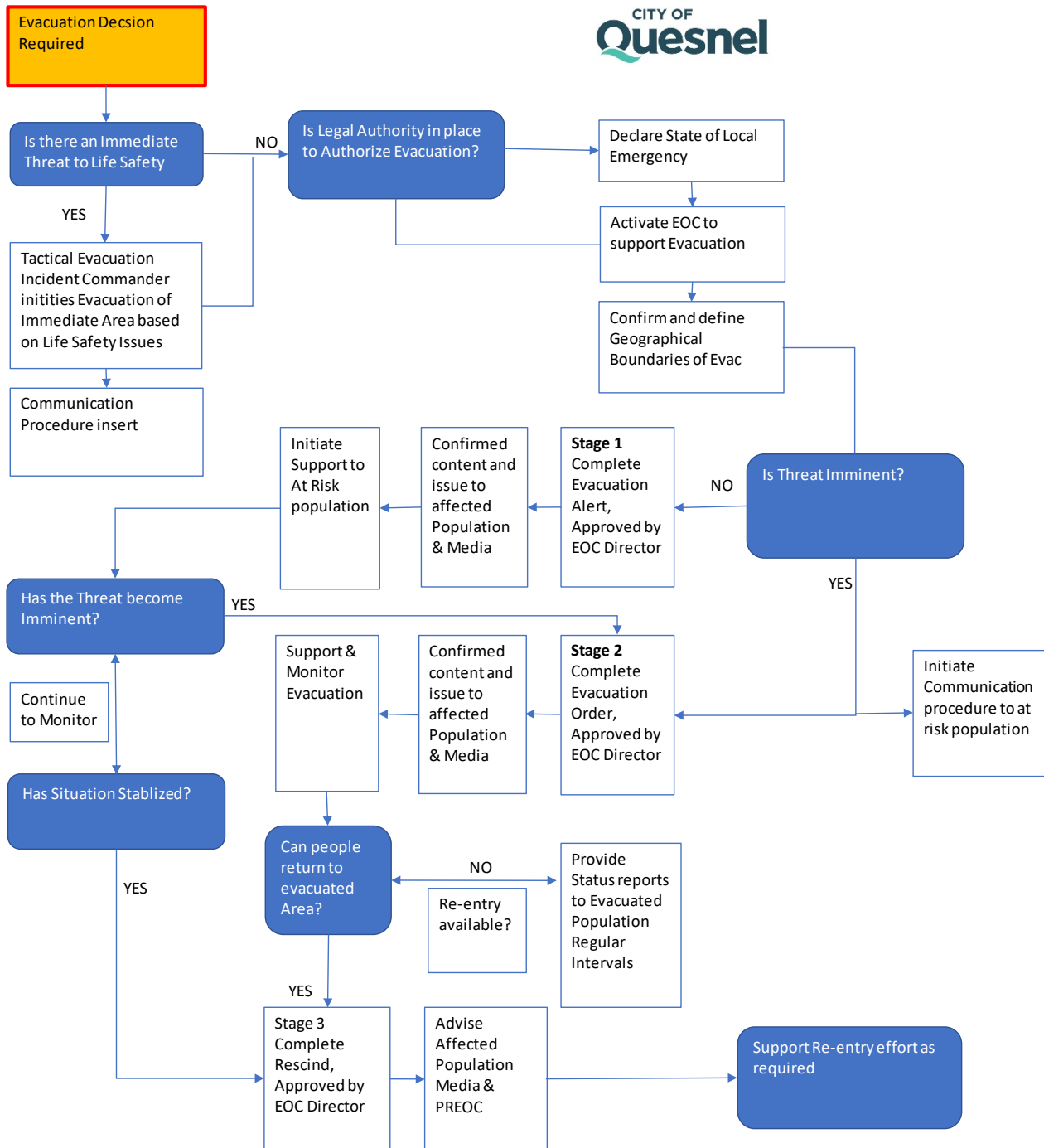
At any time, the IC has the authority to issue a no-notice evacuation, if people are at immediate risk.

Hazard Assessment: If there is enough time a hazard assessment can be completed considering the following:

- probability of serious harm (both physical and psychological) to people within the geographic area if threat/ incident occurs and they remain
- amount of time until the threat impacts the neighborhood/community
- population size and density of the threat/incident area
- potential for impact sooner and/or more severely than anticipated
- potential to cut-off Highway 99 to the North or South the size of the area to be evacuated
- probability that hazardous conditions will be present for an extended period of time
- The degree of confidence will vary according to the quality and relevance of information available, the agreement of agencies consulted, and the time available to decide.

10.3 Evacuation Decision Flowchart

The Evacuation decision flowchart on the following page allows the EOC staff to answer questions that lead to a cyclic review of the situation. The cyclic review ensures staff review and monitor the situation to ensure public safety.



10.4 Evacuation Timeline

Once it is determined that an Evacuation Alert or Order is required the timing for issuing the Alert or Order should be established. The amount of time available before a hazard strikes will determine whether an immediate evacuation is required or if a progressive evacuation is a more suitable option. The exact nature of the timeline will vary based on the speed and intensity of the hazard, the current population, the times of day involved, and the scale of the evacuation. To determine the timeline for evacuation, decision-makers must determine the projected arrival of the threat and the estimated clearance time of the community.

10.4.1 Projected arrival of the threat

The projected arrival of the hazard or threat is an estimate of how long until the “hazard” materializes. This may have been provided to the EOC Director at the time of the initial report from the IC or may have to be estimated by the Evacuation Group. The Evacuation Group may have to evaluate weather forecasts or confer with a technical specialist. In a wildfire scenario, BCWS would typically provide a projected arrival of the threat and a recommendation on when an alert or order should be issued. For flooding, the local government may have to assess river levels and forecasts and advise with the River Forecast Centre to develop an estimate of when flood waters are projected to overtop the riverbank.

Some hazards may be detected early and won’t pose an immediate threat to the City of Quesnel and won’t require an Evacuation Alert or Order. However, these hazards may have potential to escalate or spread and should be closely monitored and, in some cases, contingency planning for an evacuation alert or order should begin.

The EOC Director will determine if, and how much, monitoring of the situation is needed. Monitoring may include tracking weather forecasts, daily check-ins with a lead external agency, monitoring air quality reports, or many others.

10.4.2 Estimated Clearance Time

The estimated clearance time is the approximate total time required to move all evacuees through the road network—the length of time between the first and the last car leaving the area. Clearance times do not reflect how long it takes for an individual vehicle to go from a residence to any specific destination. Knowing the local governments approximate clearance time allows decision makers to issue an evacuation order early enough to be organized and effective but not so early that the hazard is unlikely to materialize. To estimate the clearance time, you must estimate:

- the number of evacuees

- the number of vehicles that will use the highway
- the number of people that require transit
- the potential number of people who may need specialized transportation

Additional information to assist the EOC is provided in operational plan. As a guideline the following bullet point's outlines evacuation timeline and considerations the EOC staff will need to account for:

- The time required to acquire the resources needed to implement the plan (a buffer of time for error should be considered);
- It normally takes people at least 2-3 hours to ready themselves to evacuate after a definitive Evacuation Order is issued if they have been on Alert, and longer if they have not;
- Ideally, people are on Evacuation Alert for at least 24 hours (48 is preferred) before an Evacuation Order is issued so they can prepare to go, coordinate family, and organize transportation. And after that, evacuees may need many hours of daylight to travel before the threat arrives; and
- Time of day. If possible, evacuation orders should be issued as early in the day as possible, so people are not travelling at night.

10.5 Declaration of State of Local Emergency (SOLE)

If an Evacuation Order is required, the local government will need to declare a local state of emergency to access the powers of the Emergency Program Act; this is outlined in more detail in the operational plan, authority to Order an Evacuation. An Evacuation Alert does not require the local government to declare a local state of emergency, however a SOLE must be in place for the Authority to Order an Evacuation.

The CAO/EOC Director will oversee the process of preparing the documentation required to declare a local state of emergency and is responsible for briefing Mayor and Council and for attaining the appropriate approval and signature from the Mayor.

The following information must be included on the local declaration:

- the nature of the emergency
- the geographic boundaries (preferably shown on an attached map) within which the declaration will apply

- the date of the local declaration; and
- the signature of the head of the local authority.

A local declaration template is provided in the operational plan.

Note: It is important not delay the evacuation to get the paperwork complete. If needed, verbal approval from Mayor and Council can be used to initiate an evacuation, and paperwork can be completed as soon as possible.

There are several other legislative measures available to order an evacuation in BC; these vary depending on the type of threat and the amount of time before the emergency occurs. These are listed in the operational plan.

Immediately after making a declaration of a state of local emergency, the City must:

- Send a copy of the signed local declaration and the delegation matrix to the PREOC which will ensure the Minister is informed, as required by legislation;
- Immediately publish notice of the Declaration of Local Emergency to the affected population and media (it is strongly recommended that accompanying maps are included in the publication); and
- As soon as practical after making a declaration the Mayor must convene a meeting of Council to assist in directing the response to an emergency.

10.6 Notification to Public

If an evacuation alert or order is required, officials must inform the public to evacuate and provide them with the details about the evacuation. Information will be shared using a range of warning methods, including municipal websites and social media, and broadcast media like television and radio. If time allows, officials will perform door- to-door notifications.

The purpose of a warning in the context of an evacuation is to provide:

1. Information about the nature and timing of impact to those likely to be affected by the event;
2. Specific directions about the evacuation, including who it applies to and why; when people should evacuate; where and when they should go, and how to get there; and
3. Information about potential consequences of not evacuating and protective measures to take if not evacuating.

10.6.1 Preparation to Move

Once the decision to issue an evacuation order has been confirmed and the timeline has been established, the evacuation plan must be confirmed and implemented by the City. Details of the specific evacuation scenario will be confirmed, including viable transportation modes, evacuation phasing, selection and confirmation of receiving communities, and location of shelters. Staff and resources will be confirmed and deployed to implement evacuation strategies and in route services. Receiving communities will be contacted and confirmed.

10.6.2 Evacuation Operations

Following the decision and warning to evacuate comes the movement phase, which is also known as the withdrawal phase. This is the organized movement of people from the evacuation area to a safe area. Of concern during this phase are the control of traffic flow, evacuation routes, safety of evacuees, and access to and security of the evacuation zone.

10.6.3 Reception

Once people are moved, people who don't have family or friends, who can receive them must be provided with shelter. In a mass evacuation, people will need to be provided with shelter in another community or several other communities outside of the hazard area. Shelters will be selected based on capacity, availability, traffic considerations, and other factors. The local government should have local liaisons at each shelter to share information and updates.

10.6.4 Evacuation Alert Procedure

#	Issuing an Evacuation Alert Actions	Check
1	The EOC, in consultation with the Incident Commander and, if appropriate, hazard-specific subject matter decides that an Evacuation Alert (Alert) is required	
2	Notify the policy group (or City CAO) and first responder agencies	
3	Request assistance to perform Evacuation Alert notification. Primarily this will be via social media, City Noticeboards, media release, see step 7. Secondary and only if required via first responders or other identified groups such as Quesnel Search and Rescue, RCMP, FRS or officials.	
4	Based on advice, map the geographic boundaries for the Alert. Identify the Alert area using civic addresses, street names, or locally known names. Ensure the mapped area includes whole parcels with the primary objective to warn residents.	
5	Complete an Evacuation Alert template (operational plan), including the following information: <ul style="list-style-type: none"> • The issuing authority - City of Quesnel. • The reason for the Alert with a description of the hazard • The areas under Alert with as much detail as possible, including a map of the Alert area, the use of street and highway names with geographic references e.g. all residents located south of Shepherd Avenue and north of Barlow Avenue, between Front Street and Kinchant Street, and/or provide a listing of all address points. 	
6	A general listing of important personal supplies that should be prepared for a potential evacuation (e.g. identification, medication, insurance papers, etc.) and where to get additional information.	
7	Notify the impacted area of the Alert, through social and traditional media, City Notice boards (digital and non-digital). The majority of circumstances do not require the Alert to be delivered door to door, however consideration should be made by the Planning Section Chief.	
8	Email a copy of the Alert to the North East EMBC PREOC	
9	Email a copy to the list of the vulnerable stakeholders listed in operational plan.	
10	Once the Alert is in place, consider evacuating vulnerable populations and recommending livestock relocation	

Note: Evacuation Alerts do not require a declaration of a State of Local Emergency (SOLE)

10.6.5 Evacuation of Vulnerable Populations

There may be times when individuals believe it is in their best interest to evacuate from their community even though there is no formal Evacuation Alert or Order in effect. There are various reasons why an individual may seek evacuation, including:

- The hazard is directly affecting their perceived safety and/or livelihood
- Traditional Indigenous Knowledge demonstrates a risk to their safety and/or livelihood
- They wish to accompany and care for a vulnerable person who is being evacuated during an Evacuation Alert

In such situations, the individual should contact their local EOC and request authorization to evacuate. Without authorization, these individuals will be considered to be an unauthorized evacuee and will not receive ESS.

Unauthorized evacuees take space from evacuees who have been ordered to evacuate because it is unsafe for them to remain in their primary residences. Unauthorized evacuees seeking support at a designated Reception Centre will encounter significant delays while ESS volunteers determine eligibility.

It is the responsibility of the First Nation or Local Authority in which the individual resides to authorize evacuation, and to determine the length of time the individual will be eligible for ESS. The City must determine the best process for managing the authorization of evacuees in the absence of an Evacuation Order.

Should the request for evacuation be approved, an Extraordinary Evacuee Authorization Form (operational plan) will be issued. Any additional accommodations, such as transportation, will be decided at the time the authorization form is issued.

The following table provides the procedural overview.

#	Extraordinary Evacuee Procedure	Check
1	The City, through the EOC, must authorize the evacuation of individuals or properties in the absence of an Evacuation Alert or Order. When in doubt, contact EMBC to discuss.	
2	EOC receives requests for extraordinary evacuee authorization, or proactively determines required evacuation of vulnerable people.	
3	Provide each evacuee with approved Extraordinary Evacuee Authorization Form (operational plan)	
4	<p>Coordinate transportation as needed - great care needs to be taken to establish the best transportation method possible, with consideration of the following:</p> <ul style="list-style-type: none"> • Is transportation appropriate? (E.g. make certain buses air conditioned, with accessible washrooms and medical staff on board, etc.) • Are detailed records of the method of transportation and destination of each individual being kept? • Are there sufficient support personnel (e.g. security, mental health professionals, care givers, etc.) traveling with vulnerable people? • 	
5	If residents are evacuated to another jurisdiction, refer to Section 10.6.11 for additional information on host communities	

10.6.6 Evacuation Order Procedure

#	Issuing an Evacuation Order Procedure	Check
1	The EOC, in consultation with the Incident Commander and available hazard-specific subject matter experts including Traditional Indigenous Knowledge Keepers and technical specialists, makes a determination that an Evacuation Order is required	
2	Notify the policy group (or City CAO) and first responder agencies	
3	Request assistance to perform Evacuation Order notification (e.g. from first responders or other identified groups such as Quesnel Search and Rescue, RCMP, FRS or officials).	
4	Based on advice, map the geographic boundaries for the Alert. Identify the Alert area using civic addresses, street names, or locally known names. Ensure the mapped area includes whole parcels with the primary objective to warn residents.	
5	Declare a State of Local Emergency (SOLE) (operational plan), publish online, and notify the public	
6	<p>Complete an Evacuation Order template (operational plan). The Order should provide the following information:</p> <ul style="list-style-type: none"> • The issuing authority – the City • The reason for the Order with a description of the hazard • The areas under Order with as much detail as possible, i.e. a map of the Order area, IR #, street and highway names with geographic references. E.g. all residents located south of Shepherd Avenue and north of Barlow Avenue, between Front Street and Kinchant Street, and/or provide a listing of all address points. • Designated evacuation routes and identification of closed routes • Location of Reception Centres, including hours of operation • What personal belongings to take (e.g. identification, medication, etc.) • How to receive additional information regarding the emergency event 	

7	Notify the impacted area of the Order (e.g. through social and traditional media, door-to- door, automatic notification systems, etc.)	
8	Email a copy of the SOLE and Order to your EMBC PREOC	
9	Email a copy to the list of the vulnerable stakeholders and follow up with a positive communication (telephone or in person) listed in operational plan.	
10	Consider how to best support evacuees using ESS (Quesnel ESS Plan) either within the affected community or in a host community	

10.6.7 Evacuation Route

The majority of evacuee movement will take place on roadways and highways, in both personal vehicles, and public and private transit vehicles coordinated by the City and RCMP.

Every Evacuation order will be different, and the operational plan includes more information and guidance should be considered to ensure:

- Accurate descriptions for residents to follow
- Additional locations for RCMP/Responders to direct traffic
- Alternative secondary routes (liaison will be required with other agencies to ensure coordination)

Key considerations for evacuation routes include, but are not limited to:

- Number and geographic distribution of evacuees
- Available transportation resources – public transport, school, private
- Capacities and vulnerabilities of transportation infrastructure and network
- Potential for congestion, bottle necks
- Areas vulnerable to damage
- Available facilities, e.g. fuel supplies
- Vehicle breakdown contingencies
- Access control and security of evacuated area
- Coordination of evacuation routes with the appropriate authority, District Office of the Ministry of Forests, Lands, Natural Resource Operations and Rural Development (FLNROROD), and MoTI to ensure all recommended evacuation routes are open, and to confirm road conditions and current industrial use
- Usage of community assembly points to provide a safe staging area for individuals to congregate while waiting for transportation to a Reception Centre

10.6.8 Evacuation Mapping - Alerts and Orders

Clear and consistent mapping of evacuation boundaries is critical for showing residents what properties are and are not on Alert or Order. Some recommendations for mapping standards include:

- Map title matches that of the Evacuation Alert or Order
- Include date, time, and legend
- Only show current Alert and Order boundaries, using only two colours (one for Alerts, and one for Orders)
- Include minimal data in map to make certain a wide range of people can quickly understand content
- If possible, identify evacuation routes
- If possible, identify address points
- Photocopy map in colour for easy viewing

10.6.9 Domestic Animals

Depending on the situation and availability of facilities, one or more of the following approaches should be used to handle evacuees arriving with pets or hobby farm animals not registered as livestock:

- Providing information pertaining to domestic animals through public messaging will enhance any evacuation effort including information on nearby kennels, animal shelters, veterinarians or emergency animal support groups such as ALERT and Agriculture Association and Animal Rescue Organization that may have agreed or could become temporary animal shelters;
- Directing pet owners to the designated Reception Centre and Group Lodging facility that will accommodate pets (those with a covered exterior and adjacent room or building where pets on leash and in carriers can be temporarily housed), and/or Setting up separate pet shelter/s to house pets.
- Most evidence indicates that people who evacuate without their animals will create more problems for responders than those that evacuate with them. Animal owners should be advised to evacuate with their animals as long as it does not create a safety risk.
- Unnecessary exposure of persons with animal allergies should be avoided. For this reason and food hygiene and other public health concerns, animals (unless a companion/service animal) must not be permitted into a Reception Centre or Group Lodging facility.

10.6.10 Livestock

Depending on the situation and availability of facilities, one or more of the following approaches should be used to handle livestock relocation:

- Providing information pertaining to relocation of livestock through public messaging including current evacuations or alerts, and farms, ranchers or First Nations ready to receive emergency livestock.
- Connect Ranchers to the local Cattleman’s Association contacts, establishing current evacuation boundaries and all links for them to take appropriate action.
- Ranchers should be advised to evacuate with their animals in coordination with Emergency Services on scene as long as it does not create a safety risk.

One of the emergency powers available to a local authority when a Declaration of a State of Local Emergency is issued is “cause the evacuation of persons and the removal of livestock, animals and personal property from any area designated in the declaration within the local authority’s jurisdiction that is or may be affected by an emergency or a disaster and make arrangements for the adequate care and protection of those persons, livestock, animals and personal property.” Even though it is the responsibility of livestock owners to ensure that they have an evacuation plan in place, the EOC must recognize the need to potentially assist livestock owners in the planning and response phases of an evacuation.

10.6.11 Host Communities

When it is not possible to keep evacuees in the impacted community, it is common to ask neighbouring communities to help by providing shelter and care to the evacuees as needed. It is important for the City to reach out to potential host communities in advance of an evacuation to pre-establish relationships and communication channels. There is no obligation for another community to act as a host community; fostering proactive, strong relationships with other communities will encourage mutual assistance in times of need.

If possible, evacuees should be hosted in a community that is similar to the one they are evacuating from. For example, if evacuating a First Nations community, consider sending evacuees to another First Nations community of similar size where evacuees may feel more comfortable.

Note: Do not send evacuees to another community without first confirming the host community is able, willing, and ready to receive and support your evacuees. Include EMBC in these discussions, wherever possible.

#	Host community Procedure	Check
1	Confirm with the host community that they are able to receive evacuees, and provide details on how many evacuees are being sent and any special considerations they should be aware of (e.g. number of vulnerable people, etc.)	
2	Provide an approved Extraordinary Evacuee Authorization Form to any evacuee not covered under an Evacuation Order to ensure the host community's ESS team has appropriate validation to support the evacuees	
3	When possible, evacuate vulnerable people with a support person (e.g. health care worker or care giver) able to assist with their safety, reducing the burden on the host community	
4	Provide a regular information-briefing schedule for the host community and evacuees	
5	Maintain consistent, planned contact between the evacuating community's officials and the host community's officials	
6	Evacuate local community staff with their residents so they can provide support to the host community in matters concerning their residents	
7	Where possible, designate a Community Navigator to act as a liaison for the evacuees and provide a point of contact for the host community emergency support structures	
8	Further support for the host community's ESS team can be provided via a request through EMBC	

10.6.12 Checkpoint Security

In most cases, the RCMP will manage evacuation area checkpoints on behalf of the City; however, during a large event, police resources may quickly reach capacity. It is important to communicate with the police representative for your jurisdiction to determine when it may be necessary to use non-police resources (e.g. experienced security contractors) to assist where appropriate, particularly in the staffing of checkpoints. This approach can allow police resources to conduct roving patrols of the checkpoints and focus on other response activities rather

than having them assigned to a static location. It is the responsibility of the City to establish with EMBC the security contractors are an eligible cost.

Several considerations guide when (or whether) it may be reasonable to employ non-police personnel at checkpoints:

- Checkpoints generally experience the majority of activity during the first few days of an evacuation, with little to no activity for a long period of time thereafter;
- Temporary access into the evacuated area should be facilitated through strategically selected checkpoints, making it easier to resource those checkpoints with police personnel. For more information, refer to EMBC's Managing Access to Areas Under Evacuation Order guide;
- The local police of jurisdiction may take the lead in managing the day-to-day activities of the contracted personnel to ensure consistency and open communications, and be responsible for maintaining contact with the contracted checkpoint personnel for issues management

10.6.13 Door to Door information

The notification of an evacuation in a timely and effective manner is one of the most important things the City must do during an emergency event. Timely notification is essential to make certain residents are aware of the emergency and have all of the information needed to evacuate safely.

There are several ways in which the City can notify their community of an evacuation, including:

- Broadcast media - local radio and television
- Sirens
- Public address systems
- Telephone network or tree
- Door-to-door visits
- Notice boards
- Print media
- Amateur radio
- Website
- Social media platforms, including Facebook and Twitter
- Automatic notification systems

Send a copy of all evacuation notices to the appropriate EMBC PREOC (operational plan), who can then share and amplify the information on Emergency Info BC's website, Twitter and Facebook feeds.

Door-to-door notification is still one of the best practices for notifying residents of an Evacuation Order.

Generally, upon notification of the Order and through request, the following agencies will coordinate the door-to-door notification process for the impacted area(s) on behalf of the First Nation or Local Authority:

- Local police of jurisdiction
- First Responders (i.e. firefighters)
- City staff
- Quesnel Search and Rescue

If the capacity to provide door-to-door notifications is beyond what your community can provide, a resource request can be submitted to the PREOC to source additional resources.

#	Door to Door Notification Procedure	Check
1	Request local police of jurisdiction or another agency as applicable to assist in the door-to-door notification	
2	Provide: evacuation clipboard with evacuation recording procedures and evacuation logs	
3	Provide: colour-coded flagging tape rolls	
4	Provide: waterproof pens	
5	Provide: Copies of the Evacuation Order with a map of the geographic boundaries of the affected area for all properties	
6	Ensure each notification team has a method of communication (i.e. phone or radio)	

It is important to consider the protection of first responders delivering evacuation notifications from the hazard (e.g. fire/smoke), and from critical incident stress and/or post-traumatic stress disorder (PTSD). At no time should those involved in delivering notifications work alone or be placed in a position of risk. First responders should be trained not to attempt to resolve conflict during an evacuation, but to simply report the situation to the City EOC for resolution and to continue with the evacuation notification.

Colour-coded flagging tape is the common method used by the RCMP Quesnel Detachment to clearly identify the evacuation status of each property notified and is readily available through regular public works suppliers.

Note: There is no provincial standard for flagging tape colours; it is recommended that communities pick the colours that work best for them but

make certain the decision is made in collaboration with their first responders so there will be no confusion during an evacuation.

Colour – Meaning	Actions
Blue – Not home	Needs a second visit if safe to do so. Tape the Evacuation Order to the door of the property with a note explaining the meaning of the blue tape, and instruction to call phone number on the Order for more information or instruction.
Pink - Notified	Ready to evacuate when ordered. Provide occupant with yellow ribbon to exchange with pink ribbon when leaving.
Yellow - Evacuated	Explain to residents to replace pink ribbon with yellow ribbon when they leave the premises.
Orange - Refused	Advise that responders will not be put at risk to rescue them. Note address, report and record the refusal. Explain the purpose of the Orange tape: so First Responders will not visit property again for evacuation notification, or be alarmed at occupied residence during patrols. Provide Order and highlight EOC contact information.

[OPTIONAL:]

Red – Needs Assistance	Try to delegate assistance to neighbors. Use situational discretion for whether or not to directly assist. Explain the meaning of the tape: it is a flag for First Responders to come back to provide assistance in evacuating. Note status and actions taken and continue with evacuation notification.
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10.6.13 Temporary Access Procedures

There are several conditions that are recommended to be imposed on the various kinds of temporary access, as reasonable. EMBC recommends the use of waivers (example provided in operational plan) in order to clarify that any liability for the risks associated with temporary access lies with the individuals or agencies entering the evacuation area, and that the individuals/agencies gaining access do not have any misunderstanding respecting who is responsible for their safety. Temporary Access procedures from Emergency Management BC can be found [here](#).

General conditions for Temporary Access

- Restricted to specific dates, and times, as required for safety
- Requires a liability waiver to be understood and signed in advance of entry by all individuals gaining access
- Must be over the age of 19
- No permits are issued to re-enter and remain in an Evacuation Order area; access into the restricted area is only temporary and for the purpose granted on the permit
- All individuals gaining access must be able to produce government issued photo identification, or attestation by appropriate band representative such as Chief or council
- Permits may require an escort, as determined by hazard-specific subject-matter expert and/or EOC

Agriculture conditions:

- May be subject to consultation with the Ministry of Agriculture Liaison posted to an EOC or PREOC
- Restricted to designated persons
- Premises ID may be required to validate access location
- (This is provincial guidance. Note: not all agricultural premises are required to hold a premises ID, only livestock)

Pass-through conditions (for temporary access through an order area to another location):

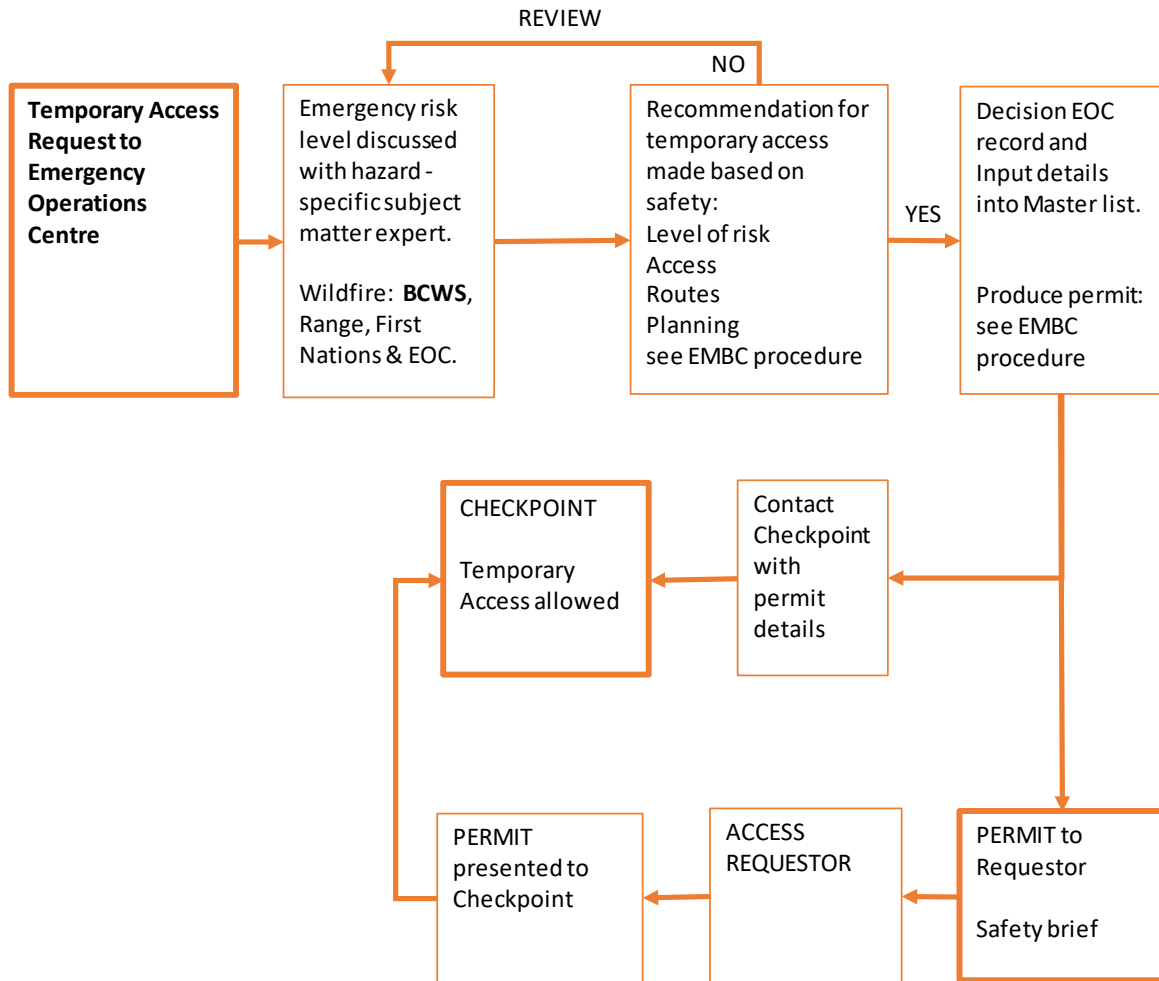
- Restricted to specific dates and times of travel
- Restricted to predetermined route and destination
- Restricted to designated driver and pre-identified passengers
- Individuals under the age of 19 may be permitted to pass-through an area under Evacuation Order when accompanied by their Legal Guardian and

recommended to do so from the hazard-specific subject matter expert based on safety

Temporary Access Approval Procedure

Step	Activity	Check
1	City EOC receives enquiry for access request	
2	Requestors fill out Temporary Access Permit and include location specifics, reasons for access, etc.	
3	Daily, at a pre-determined and agreed upon time, the EOC will communicate the Permit requests to the hazard-specific subject matter expert (BCWS, EOC, Range Officer, First Nations, as appropriate and or local knowledge expert) for recommended approval/denial based on issue of safety due to emergency event	
4	EOC makes informed decision for the final approval/denial of the Permit	
5	EOC will then complete, sign-off on, and issue numbered, standardized Permits to the approved requestor(s)	
6	EOC will simultaneously create an EOC Master List of the approved Permits for each day that will be sent to the respective checkpoints and RCMP	
7	Permit holders will receive a safety briefing from the EOC at the time they receive the permit	
8	Permit holders will have the Permit waiver explained to them, and will voluntarily sign the waiver with full understanding of the terms and conditions in order to gain temporary access	
9	Permit holders will present themselves at the checkpoint at the specified time/location	
10	Checkpoint authorities will cross reference the permit with the EOC Master List to confirm approval and allow valid permit holders to gain temporary access to the evacuated area	

Temporary Access Approval Flowchart Procedure



In addition to the procedure, the following guidance points can be utilised for either: discussions with a hazard specific subject matter expert and for hosting a specific meeting with BC Wildfire Service, Range Officers, Ministry of Agriculture, First Nations and Local Knowledge.

- Current Situation
- Potential Escalation (including weather, landscape type and identification of other combustible sources)
- Operational Response/Priorities
- Access and egress options (including route planning)
- Consequences of emergency (loss of infrastructure, services, heritage, environment,
- Resources available:
 - Agricultural specialist, as appropriate
 - Commodity sector contact, as appropriate
 - Community Engagement Event
 - As required
- Required resources and procedures to be put in place (examples include)
 - Discussion with EMBC for finance eligibility
 - Danger tree assessors and fallers
 - Registered: cowboys, transport, feed and water, and holding facilities for livestock
 - Biosecurity arrangements, as appropriate
 - BCWS resource support (local fire service)
 - Removal of other combustible sources
- Temporary access considerations for agricultural premises
 - Critical crop management
 - Irrigation management
 - Harvest
 - Livestock care, health and relocation
 - Relocation of product or assets
- Farm Wildfire Preparedness and Mitigation completed by premises with Evacuation Area or in progress, for impacted premises, consider:
 - Irrigation to maintain wet fuel breaks
 - Water sources
 - Resources and assets
 - Fields for staging
 - Haying to reduce fuel
 - Livestock fencing along highway corridors to maintain safe travel corridors

10.6.14 Evacuation Rescind

When the hazard threat to life and safety has passed, the Incident Commander and/or available hazard- specific subject matter experts will make a recommendation to the City to formally rescind the Evacuation Order or to downgrade it to an Alert. Some limitations and considerations that may influence the City's decision to rescind an Order include but are not limited to:

- Have community support agencies had the opportunity to prepare the area for repatriation?
- Is it safe for the entire Evacuation Order to be rescinded, or only a portion?
- Has access for impacted residents been facilitated in advance of general re-entry?

If only a portion of the Evacuation Order is able to be rescinded, an Evacuation Rescind can be issued for the entire Evacuation Order area, with a new Evacuation Order and/or Alert issued immediately afterwards identifying the new geographic boundaries. An alternative is to issue an amendment to the existing Evacuation Order, clearly identifying the changes. Whichever option is preferred, it is important to issue clear and consistent maps that undoubtedly show what properties remain on Alert or Order.

To prepare for a safe and orderly return of residents to the evacuated area, certain agencies might need to re-enter the evacuated area early. The Evacuation Order remains in effect during this period to allow those agencies to work in the safest and most efficient way possible to restore services.

Early access should be considered for the following:

- Northern Health will need to validate that critical public services are available, such as drinking water, sanitary sewer, air quality, and food safety
Failing to allow the health authority access into the evacuated area to validate these requirements may result in a new Evacuation Order being issued by the health authority under Part 6, Division 6, and Section 83 of the Public Health Act.
- Northern Health will also need hospital maintenance, inspection, and clinical staff to prepare the emergency department to ensure services are open and available
- Critical Infrastructure agencies will need to ensure that their equipment is operating
- Utility Agencies will need to reinstate services, if interrupted
- Rapid Damage Assessments of properties and hazards need to take place
- Contaminated sites assessed and, if required, cleaned-up

- School Districts will need to determine if schools can open within a reasonable time-period
- Establishment of a Resilience Centre for evacuees to obtain information and resources once the Evacuation Order has been lifted.

#	Issuing an Evacuation Rescind Procedure	Check
1	The EOC/CC, in consultation with the hazard Incident Commander and available hazard- specific subject matter experts including Traditional Indigenous Knowledge Keepers and technical specialists, makes the determination that an Evacuation Rescind (Rescind) is required	
2	Notify the policy group (e.g. council/board/band council) and first responder agencies	
3	Coordinate early re-entry for community support agencies (e.g. health agencies, school districts, critical infrastructure agencies, etc.) prior to Rescind in preparation for returning evacuees	
4	Consider allowing residents who may have lost homes or property early access into the evacuated area	
5	Complete an Evacuation Rescind template (operational plan)	
6	Notify evacuated residents of Rescind (e.g. through social and traditional media, automatic notification systems, announcements at ESS Reception Centres and Group Lodging facilities)	
7	Email a copy of the Rescind to your EMBC PREOC (operational plan)	

All action tables, flowcharts and additional checklists and information required for decision making and planning evacuations have been included in the separate operational plan.

11. Roles and Responsibilities of Agencies

Executing a mass evacuation across a large area with multiple jurisdictions requires many agencies and clarity on the role of each agency. This section outlines the general roles and responsibilities of local, provincial, federal, private and not-for-profit agencies during a mass evacuation of the City of Quesnel.

When preparing for or executing an evacuation there are roles and responsibilities common to all agencies which include:

- Participate in evacuation planning and exercises
- Activate agency EOC when notified of a mass evacuation
- Provide a representative to the local government EOC. If this is not possible provide a 24/7 direct point of contact to the local government EOC
- Coordinate public information related to the evacuation with the local government EOC
- Provide situational updates to the local government EOC

This section includes agencies with major jurisdictional or operational roles during the execution of a mass evacuation.

10.1 City of Quesnel

Preplanning Stage: Lead the initial response structure to emergencies and disasters in their communities. As required by law, local governments have prepared emergency plans and maintain an emergency management organization. This is to ensure the safety of citizens when a situation escalates beyond the first responder level.

Response Alert Stage: Liaise with other agencies and prioritize response and resources. Facilitate and manage an Emergency Operation Centre. Give assistance to communities through EMBC. Implement, emergency measures, reception centres. Give priority to incidents involving a risk of life, public utilities and food storage, heritage sites. Initiate Evacuation Alerts and Orders.

Response Order Stage: Provides Emergency Operations Centre staff and resources to coordinate and manage the response. Follows BCEMS principles and seeks EMBC Emergency funding Provide Emergency Support Services to evacuated residents.

Recovery/Rescind Stage: Leads recovery efforts using Provincial standards and guidance. Assist other agencies to minimise the impact on the community

Potential actions for the City of Quesnel evacuation operations:

- Lead for all aspects of emergency preparedness, response, and management within municipal boundaries jurisdiction is limited to the boundaries of the municipality

- Assist in coordination and liaison with neighboring local governments (Cariboo Regional District) and provincial agencies
- Monitor events and issue warnings
- Establish an EOC to facilitate centralized decision-making, acquire and coordinate resources (vehicles, personnel, equipment), and share information to ensure a common operating picture
- Primary communication and coordination link between agencies and organizations involved in the evacuation
- Provide data and information to response agencies and support agencies
- Support evacuated people through Emergency Social Services
- Assist people that cannot evacuate
- Disseminate public information
- Oversee evacuation on municipal roads
- Monitor the progress of the evacuation
- Coordinate damage assessments to inform the re-entry process

Note: These roles would be similar for the Cariboo Regional District.

10.2 Lhtako Dene Nation

The Lhtako Dene Nation is part of the Dakehl (or Southern Carrier) Nation in the Athapaskan language group. The main community is located just south of Quesnel, BC. Tribal Association is with the Carrier Chilcotin Tribal Council.

The City of Quesnel are within the traditional territories of the Carrier Chilcotin Tribal Council and the nation is a key emergency response partner. The Lhtako Dene is a Nation outside of Treaty. Aboriginal Affairs and Northern Development Canada (AANDC) holds legislated responsibility for emergency management on First Nations reserves. Through a Letter of Understanding with AANDC, EMBC support the provision of emergency response and recovery services to First Nations communities when requested by either AANDC or the local Band Council.

Potential roles in evacuation operations:

- Issuing Band Council Resolutions to alert or order evacuations within Nation territory
- Liaison with EOC to coordinate evacuation of Nation members
- Provision of expert local knowledge to evacuation planning and implementation

10.3 RCMP

The Royal Canadian Mounted Police Force Quesnel Detachment will respond to all civil emergencies providing leadership, assistance and support. The Force has an emergency response mandate and obligations in support of federal and provincial / territorial emergency response operations and will deliver critical services during emergency and disaster situations.

Potential roles in evacuation operations:

- Maintain law and order
- Take all measures within their authority to protect life and property
- Lead and manage tactical evacuations within RCMP authority and capability. Involved in planning and implementing highway contraflow operations
- As tasked by the EOC, lead the physical notification and evacuation of people
- Provide situational reporting to the EOC
- Provide security of evacuated area

10.4 Quesnel Fire Rescue Services

Potential roles in evacuation operations:

- Lead and manage tactical evacuations within FRS authority and capability. Involved in planning and implementing highway contraflow operations
- Oversee the evacuation of people and animals from buildings, when potential life safety is at risk
- Provide fire suppression operations and the rescue of people trapped by fire, wreckage and debris, and coordinate specialized resources for Light Urban Search and Rescue (LUSAR) and Rapid Damage Assessment (RDA).
- Provide first responder medical aid response in conjunction with other responders
- Activate mutual aid as required

10.5 Northern Health Authority

Pre-planning Stage:

Participate with partners in the development of their Emergency Response Plans (as it relates to health authority roles and responsibilities). Participate in stakeholder training and exercises associated with activation of an Emergency Response Plan, in which Northern Health or HEMBC have a role and responsibility (as resources allow).

Response Stage:

- Activate internal health emergency management plans

- Provide acute care and emergency services
- Work with BC Emergency Health Services (Ambulance) and the BC Patient Transfer Network to transport patients to the appropriate levels of care;
- Provide advice on the existing or potential public health effects of an incident ☒ Provide advice/information on the best methods for monitoring health effects from an incident.
- Assist in development of (joint) messaging for public information on emergency incidents;
- Provide guidance to local governments (and others) on public health considerations in operating reception and evacuation centres, and group lodging facilities

Recovery/Rescind Stage:

- Advise and assist the Local Government EOC for recovery efforts

10.6 School District 28

School District) will provide for the safety of children, teachers and staff. SD#28 is responsible for developing school emergency plans and ensuring that staff and students have been trained and exercised in the details of the plans. The School District will activate a centralized EOC to coordinate all activities and response needs of the various schools impacted by an emergency. Communication routes will be set up with the City of Quesnel regarding their status and identify what emergency assistance they require. The School District will use their transportation resources to move children, teachers, and staff to areas of safety. The School District will make buses available for use for municipal evacuation activities when school is not in session or after ensuring the safety and evacuation of students, teachers, and staff. Note: Specific liaison will be required to implement insurance during non-school periods and may require assistance from EMBC.

Potential roles in evacuation operations:

- Acquire the use of School District transportation resources and coordinate these resources with the EOC
- Provide for safety of all children, teachers and staff within SD#28
- During emergency situations impacting the City of Quesnel schools, implement the appropriate school emergency plan or school evacuation plan
- Communicate priority needs to the City of Quesnel EOC and first response.
- Provide school facilities and school resources for emergency use (e.g., ESS reception centres), as requested School boards may temporarily close a school building if the health or safety of students is endangered.

10.7 Ministry of Transportation and Infrastructure (MOTI)

Before, during and after an emergency the Ministry of Transportation and Infrastructure (MoTI) could be called upon to provide expertise, technical advice and/or policy direction regarding:

- Highway construction and maintenance
- Safety and protection of provincial road and bridge infrastructure
- Transportation planning and policy

MOTI has the authority over public transportation networks in BC including ports, airports, public transit, ferry services, roads and cycling networks. To effectively prepare for emergencies MOTI maintain and plan Disaster Response Routes.

MOTI is responsible for the following Crown Corporations: BC Railway Company, BC Transit, and ICBC. MOTI's mandate is to ensure the safe and efficient movement of people and goods provincially, nationally, and internationally.

In the event of an emergency MOTI and contractor plays an important role to ensure the public is safe and transportation routes are available. If requested, MOTI will send Agency Representative(s) to the City of Quesnel EOC, or to a Provincial Regional Emergency Operations Centre, if BC Transit coordination is required. MOTI representatives will work with the City and RCMP to effectively manage and coordinate road closures, as appropriate. MOTI will also potentially close Highways if Public Safety Risk under a State of Local Emergency.

Potential roles in evacuation operations:

- Coordinate and control emergency highway traffic management in conjunction with the RCMP, municipal roads works staff and other relevant agencies;
- Ensure public safety and availability of transportation routes to emergency services;
- Coordinate services required for performing road repairs and implementing traffic control devices, such as signs and barricades;
- Provide resources (traffic management personnel, equipment);
- Posting advisories on electronic message boards along designated routes;
- Coordinate exemptions from selected road rules and regulations. (e.g., driver hours, vehicle weights, speeds);
- Coordinate, develop and disseminate status reports of key transportation systems (all modes) and critical routes (including updating of Drive BC and other web or social media communications channels);
- Coordinate the mobilization of personnel and equipment in support of provincial transportation operational requirements in areas such as bridge engineers, geotechnical engineers, traffic engineers, etc.;
- Authorize the closure of provincial transportation routes, including highways;

- Delay any work that negatively impacts the existing traffic flow until evacuation traffic volumes have cleared;
- Assess, prioritize, and repair any damage to transportation infrastructure

10.8 Emergency Management BC (EMBC)

EMBC is a division of the Ministry of Public Safety and Solicitor General and is administered under the BC Emergency Program Act (which also provides the authority for evacuations). EMBC coordinates the provincial response to emergencies and provides specialized resources to support local government emergency response activities, including evacuations. On a day-to-day basis, EMBC is available to respond to local government and agency calls through Emergency Coordination Centres (ECC) that are staffed 24/7 and provide training to municipal staff and volunteers.

Potential roles in evacuation operations:

- Activate, on short notice, one or more Provincial Regional Emergency Operations Centres (PREOCs) and/ or the Provincial Emergency Coordination Centre (PECC) to coordinate provincial response and recovery, monitor emergency events and assist impacted communities in emergency response and recovery, including evacuations.
- If several ministries are involved in an integrated provincial response such as an evacuation, EMBC will coordinate integrated provincial emergency management through the PREOCs and PECC.
- Serve as a link between provincial ministries and local government EOC.
- Issue task numbers to local governments for emergency events, which opens the door for providing specialized resource support and response funding through the PREOC.
- Support the local government EOC in the execution of the evacuation by brokering resources (i.e. fuel trucks, transit para-transit resources, busses, airplanes, etc.), tasking provincial agencies to provide support, approve Expenditure Authorization Forms, elevate resource requests to the Federal Government, as appropriate.

10.9 BC Wildfire Service (BCWS)

BC Wildfire Service (BCWS) is a division of the Ministry of Forests, Lands and Natural Resource Operations and Resource Development. BCWS is responsible for managing wildfires on Crown land. In the event of an interface fire within or encroaching on the City of Quesnel boundaries, BCWS would assist and support the local fire rescue services.

Potential roles in evacuation planning and operations:

- Provide support to the EOC, including updates on wildfire behavior and movement, estimated hazard impact timings,

- Support site activity through the provision of personnel, equipment, supplies, telecommunications equipment, aviation support and weather information to assist in emergency response operations.
- In the event that air assets are required on a large scale for evacuation efforts as well as wildfire response, BCWS would provide an air marshal to the local airports to coordinate air movements.
- If BCWS believes a community is at risk, will recommend an Evacuation alert or Evacuation order be put in place

10.10 Forests, lands, Natural Resource Operations and Rural Development (FLNRORD)

Responsible for land and resource management in BC, including responsibility for wildfire management and safe public access to recreational activity such as hunting, fishing, and access to BC's wilderness and backcountry.

Potential roles in evacuation operations:

- Support site activity including opening and closure of FSRs to allow/prevent access during an evacuation
- Liaison with EOC to provide information updates on rural and wilderness areas and resources under FLNRORD's jurisdiction
- Provision of resources (personnel, equipment) for site support efforts in evacuation and traffic management
- Responsible for issuing River Forecast Centre flood advisories/warnings

10.11 Health Emergency Management BC

Potential roles in evacuation operations:

- Provide and coordinate ambulance services and triage, treatment, transportation and care of casualties
- Coordinate the evacuation of health care facilities, if required
- Provide the continuity of care for patients evacuated from hospitals or other health institutions and for medically dependent patients from other care facilities
- Provide support services for physically challenged or medically disabled people affected by an emergency

10.12 BC Emergency Health Services (BC EHS)

Potential roles in operations:

- BCEHS will provide ambulances, trained personnel and whatever other essential resources may be required to assess, treat, stabilize, transport and deliver patients with medical needs to appropriate medical care facilities
- Assist in the evacuation of local health care facilities as required
- Coordinate the triage and transportation of all injured people to hospitals and health care centers
- Oversee critical care transport of injured as required

10.13 Canadian Armed Forces

Local government and provinces are the first to respond in an evacuation. If they become overwhelmed, they may ask the Canadian Armed Forces (CAF) for assistance. This includes the Canadian Army (CA), the Royal Canadian Air Force (RCAF), and the Royal Canadian Navy (RCN). The Canadian Joint Operations Command (CJOC), a central CAF command unit directs the operation once CAF is deployed and coordinates the response with the respective regional joint task force.

CAF members who respond can specialize in areas such as:

- engineering
- health services
- force protection
- transportation
- aviation
- logistics

10.14 Transport Canada

Transport Canada is the federal regulatory agency responsible for transportation policies and programs, and works to promote safe, secure, efficient and environmentally responsible transportation. This includes responsibility for regulating air, marine, rail, and road transportation.

Potential roles in evacuation operations:

- On request from the Province, assist in ensuring public safety and availability of transportation routes, resources, and intelligence to emergency services;
- Coordinate adherence and exemptions from selected requirements/regulations in a major emergency.

10.15 Private Transportation Agencies

Potential role in evacuation operations:

- Transportation of people without private transportation; potential for accessible transit resources

10.16 Canadian Red Cross

Potential roles in evacuation operations:

- Support with emergency social services and mass care
- Family reunification services

BCEMS	British Columbia Emergency Management System
BCR	Band Council Resolution
ECC	(EMBC) Emergency Coordination Centre
EMBC	Emergency Management BC
EOC	Emergency Operations Centre
EPA	Emergency Program Act
ESS	Emergency Support Services
FNHA	First Nations Health Authority
GL	(ESS) Group Lodging
HEMBC	Health Emergency Management British Columbia
IC	Incident Commander
ICS	Incident Command System
IR	Indian Reserve
ISC	Indigenous Services Canada
NGO	Non-governmental organization
PECC	Provincial Emergency Coordination Centre

PREOC	Provincial Regional Emergency Operations Centre
RC	(ESS) Reception Centre
RDM	(EMBC) Regional Duty Manager
SOLE	State of Local Emergency

Additional Resources

Resource	URL
BC Emergency Management Systems Guide (BCEMS)	https://www2.gov.bc.ca/gov/content/safety/emergency-preparedness-response-recovery/emergency-management-bc/bcems
EOC Communications Toolkit	https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/local-government/local_gov_communications_toolkit.pdf
Declaring a State of Local Emergency in British Columbia	https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/embc/policies/declaring_a_state_of_local_emergency_in_bc_jan_2019.pdf
EMBC Emergency Operations Centre Operational Guidelines	https://www2.gov.bc.ca/gov/content/safety/emergency-preparedness-response-recovery/local-emergency-programs/guidelines
EMBC Regional Office	https://www2.gov.bc.ca/gov/content/safety/emergency-preparedness-response-recovery/contact-us
Emergency Support Services (formerly Emergency Social Services) Field Guide	https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/ess/field_guide/essfieldguide.pdf
EOC Expenditure Authorization Form (EAF)	https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/local-government/eoc-forms/eoc_expenditure_authorization_form.pdf
Evacuee Living Assistance Guidelines	https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/embc/policies/503_evacuee_living_assistance_annex_-_guidelines_aug_2016.pdf
Financial Assistance for Emergency Response and Recovery Costs	https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/local-government/financial_assistance_guide.pdf

Host Community Response Costs	https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/local-government/emergency_management_bc_-_host_community_response_costs_memo.pdf
Introduction to the Incident Command System	https://www2.gov.bc.ca/assets/gov/environment/air-land-water/spills-and-environmental-emergencies/docs/intro-ics.pdf
Local Authority Emergency Management Regulation	http://www.bclaws.ca/civix/document/id/lc/statreg/380_95
Managing Access to Areas Under Evacuation Order	https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/managing_access_to_areas_under_evacuation_order.pdf
Ministry of Agriculture Livestock Relocation	https://www2.gov.bc.ca/gov/content/industry/agriculture-seafood/business-market-development/emergency-preparedness/livestock-relocation
Provincial Support for Livestock Relocation During an Emergency, EMBC Policy 2.01	https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/embc/policies/201_provincial_support_for_livestock_relocation_policy_aug_2016.pdf