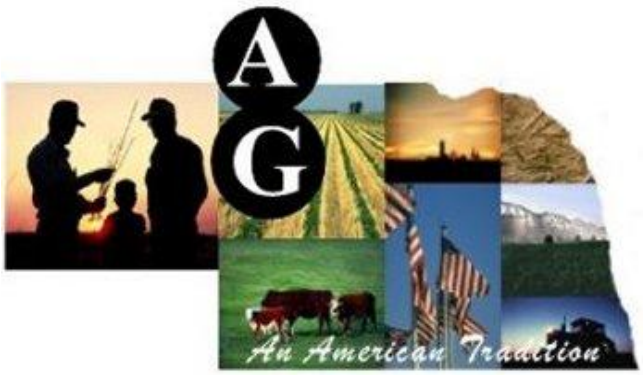
TRAFFIC CONTROL

AGRICULTURAL RESPONSE MONOGRAPH
No. 001

NEBRASKA DEPARTMENT OF AGRICULTURE
AGRICULTURAL EMERGENCY RESPONSE ACTIONS
LIVESTOCK DISEASE EMERGENCY



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1. SCOPE AND APPLICATION

The purpose of this monograph is to provide functional guidance about the establishment, operation and maintenance of traffic control points associated with a foreign animal disease (FAD) outbreak and the resulting general agriculture movement control or specific livestock or poultry quarantine. Local emergency management should use this monograph as a template or reference to support an operational plan for providing traffic control during a FAD. Operational plans must be consistent with the Local Emergency Operations Plan (LEOP) and with the State Emergency Operations Plan (SEOP). Several sections of this monograph contain general descriptions of the scope of operations necessary to implement a particular component of traffic control. In most cases, these sections were made general to encourage more detailed, county-specific operational planning. Examples of these sections include Health and Safety, Communication, and Public Information.

This monograph contains information from and is consistent with the National Animal Health Emergency Management System (NAHEMS) and the National Center for Animal Health and Emergency Management (NCAHEM) Foreign Animal Disease Preparedness and Response Plan (FADPreP) guidelines as of July 2012.

2. SUMMARY OF PROCEDURES

This monograph presents the operational considerations and details associated with controlling traffic in the event of a FAD outbreak which results in the need to either control the movement of agriculture commodities across Nebraska's state borders or establish control zones around infected or suspect premises. There are two categories of traffic control that may be utilized during a FAD response: 1) agriculture movement control ("Protective Stance") and 2) traffic control in quarantine situations ("Reactive Stance"). This monograph will cover both categories.

Under an agriculture movement control situation in which Nebraska is threatened by a FAD in another state, checkpoints will be established at key state border crossings. This scenario is classified as an "Incident Level 3" or "Incident Level 4" in Annex G, Appendix 2 of the Nebraska Local Emergency Operations Plan (LEOP). At these checkpoints, incoming and outgoing vehicles transporting agriculture commodities will be screened. This screening is intended to prevent a FAD from entering the state, thus acting in a protective capacity. The screening criteria will be specified in the movement control order issued by the State Veterinarian. Cleaning and disinfection (C&D) may become a component of establishing these border checkpoints, and they are addressed in Monograph No. 004 *Cleaning and Disinfection*.

Under a quarantine situation, the state has identified at least one suspect and/or confirmed FAD animal within its borders, thus triggering a reactive response. This scenario is classified as an "Incident Level 5" in Annex G, Appendix 2 of the LEOP. During "Incident Level 5", two types of traffic control must be provided: stopping traffic (no-access) and controlled access (access corridors). While both forms of traffic control share common components, they are addressed separately under this monograph. Cleaning and disinfection are critical components of establishing access corridors, and they are addressed in Monograph No. 004 *Cleaning and Disinfection*. Initially in a FAD response it may be necessary to stop all movement out of an infected area until proper biosecurity measures can be implemented.

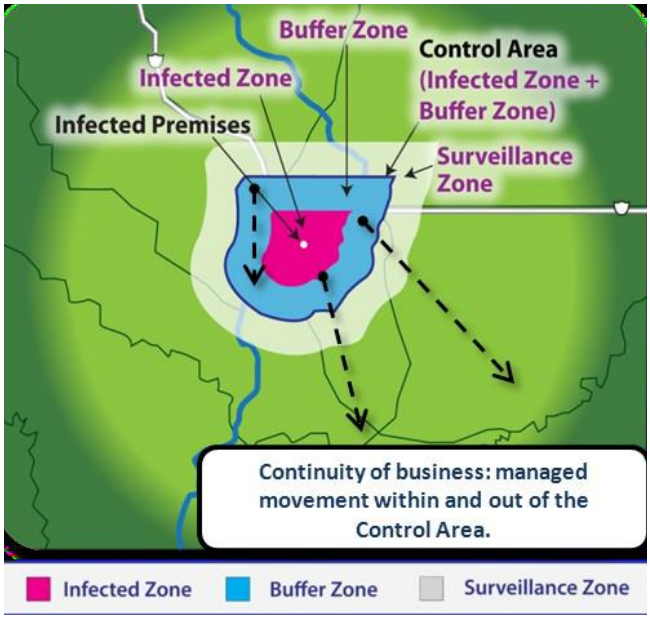
Biosecurity is a set of activities designed to: 1) keep disease agents away from healthy livestock and poultry populations (e.g., herds, flocks, or other groups of animals), and 2) assist in the eradication of a FAD by minimizing the potential for a disease agent to spread from infected animals to uninfected animals.

NCAHEM has established specific terminology associated with a FAD outbreak and the potential for disease spread (NCAHEM 2012). This terminology is critical for instituting traffic control measures associated with a FAD outbreak. Premises where a presumptive positive or confirmed positive case exist, as determined by appropriate laboratory analysis, are considered infected premises. Premises containing susceptible species that are linked to a known infected

premises through epidemiological evidence (direct or indirect contact with infected animals, or contaminated equipment or personnel) but have not been diagnosed as having the disease are known as contact premises. The area around the infected premises, and in some cases the contact premises, is referred to as the infected zone. In most cases the infected zone will constitute the area of strictest movement control associated with a FAD outbreak. This zone will generally be restricted to responders and residents only and there will be no movement of susceptible species in this zone. For example, the infected zone associated with a foot and mouth disease (FMD) outbreak may have a minimum initial radius of 1.5 miles from the outermost infected or contact premises. The radius is dependent on the disease and weather, and will be determined by the Incident Command (IC). A buffer zone will be established around the infected zone. This zone will be defined by a border parallel to the infected zone boundary. For example, the buffer zone associated with an FMD outbreak may have a minimum initial width of 4.5 miles from the edge of the infected zone. The width is dependent on the disease and weather, and will be determined by the IC. In some cases, the initial buffer zone may encompass the entire state where a FAD is confirmed. The area encompassing the infected zone and the buffer zone is called the control zone. The boundary of the control zone is generally the place where road blocks and access control points (access corridors) are established. Outside of this control is the free zone, where there is no disease or suspicion of infection. A surveillance zone will be established within, and along the border of, the free zone. Disease surveillance in this zone will focus on premises determined to be at the highest risk of infection. Figure 1 depicts quarantine and movement control terminology associated with an outbreak.

Personnel working in the control zone that come into direct contact with infected or suspect animals, equipment or other organic material (manure, soil, etc.) will undergo C&D procedures discussed later in this monograph and in Monograph No. 004 *Cleaning and Disinfection*. Even after personal C&D, personnel should not come into contact with susceptible animals for several days or weeks. This separation time will be determined by the IC. A listing of susceptible animals and incubation periods for the most contagious animal diseases are shown in Table 1.

Figure 1 – Quarantine and Movement Control (NCAHEM Ready Reference Guide, 2012)



2.1. Locating Traffic Control Points

Cross-border traffic control checkpoints associated with an agriculture movement control order are currently being determined by the Nebraska Department of Agriculture (NDA), the Nebraska State Patrol (NSP), Nebraska Department of Roads (NDOR) and each border state. These checkpoint locations are identified in NDA's *Interstate Emergency Livestock Movement, Standard Operating Procedure* (NDA 2012). There are two types of cross-border traffic control: no-access border crossings (stopping movement) and border screening checkpoints (controlled movement).

Traffic control associated with an animal quarantine for a FAD outbreak will be established around the perimeter of the infected zone and control zone (NAHEMS 2005). The specific location of these two types of traffic control points will be determined by the IC, which will

include state and federal veterinarians. The location of access corridors will be influenced by prevailing winds in the infected zone. Access corridors should be situated upwind from the infected zone.

Table 1
Highly Contagious Animal Diseases, Susceptible Animals and Incubation Periods (NAHEMS 2003)

Disease	Incubation Period (days)	Susceptible Animals						
		Equine	Cattle	Sheep	Goats	Swine	Poultry	Wildlife
African Swine Fever	5 – 15					X		Warthogs and feral pigs
Classical Swine Fever	2 – 14					X		Wild boar, feral pigs
Foot and Mouth Disease	2 – 14		X	X	X	X		Ruminants, hedgehogs, armadillos, rats and mice
Highly Pathogenic Avian Influenza	3 – 5	X				X	X	It is reasonable to assume that all avian species are susceptible to infection
Newcastle Disease	4 – 6						X	Most avian species, especially waterfowl and parrots
Peste des Petits Ruminants	3 – 10			X	X			White-tailed deer
Rinderpest	3 – 15		X	X	X	X		Most wild cloven-hoofed animals
Swine Vesicular Disease	2 – 7					X		

All traffic control related to controlling and eradicating a FAD should have the following goals:

- Control and document, or prevent the movement of high risk or infected animals.
- Control and document, or prevent, the movement of animal products or other agricultural commodities that may have been infected by or exposed to infected animals or contaminated materials.
- Control and document, or prevent, the movement of vehicles, equipment, personnel and non-susceptible animals that may have been infected by or exposed to infected animals or contaminated materials.
- Conduct a public awareness campaign to increase compliance with movement controls.

- Consider geographical, epidemiological, social, and economic criteria in locating traffic control points.

The expansion or contraction of an infected zone or control zone will require a shift in traffic control point location. The changing scope and extent of a disease outbreak outside Nebraska may cause an increase or decrease in the number of cross-border checkpoints needed, or impact which borders require checkpoints. These changes will be determined by the IC. When these aspects of a response are changed, the IC will communicate these changes to the Task Force Leaders of other personnel providing command and control at the checkpoint location(s).

2.2. Controlling Cross-Border Traffic – "Protective Stance"

This section of the monograph addresses traffic control along state borders where target vehicles are screened and either allowed to proceed, returned to their point of origin or diverted to a temporary holding area.

If the State Veterinarian feels that a FAD outbreak in another state threatens Nebraska agriculture, he or she may issue an agriculture movement control order. This order will specify which types of vehicles, commodities and animals will need to be stopped and screened at a border crossing. Nebraska has or is in the process of negotiating agreements with its border states to share responsibility for cross-border checkpoint establishment and operation. This will allow a more efficient use of resources. Nebraska will staff a percentage of the border checkpoints, with its partner states taking the responsibility for the remaining checkpoints. While each checkpoint will be manned by personnel from one state, each checkpoint will be implementing both states' movement control order.

While not part of the initial setup at a border checkpoint, it may be necessary to implement cleaning and disinfection procedures, at either a small (personnel decontamination) or large scale (vehicular decontamination) at a checkpoint. This need will be determined by the checkpoint's Task Force Leader and the IC. If cleaning and disinfection is required, specific considerations for cleaning and disinfection are addressed in Monograph No. 004 *Cleaning and Disinfection*.

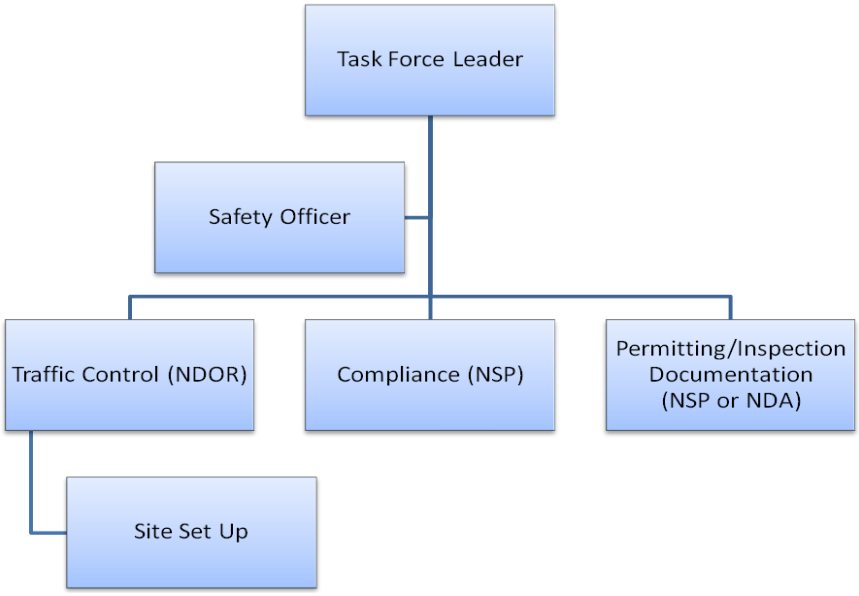
2.2.1. Personnel

The NSP and NDOR will be responsible for the initial setup and operation of cross-border checkpoints. In addition, members of NDA, the Livestock Emergency Disease Response System (LEDRS), county extension specialists and other county personnel may be needed to augment checkpoint staffing or provide staffing for extended operational periods. NDA anticipates that primary responsibility for border checkpoints will fall to state agencies for the initial 72 hour period; however, each checkpoint's Task Force Leader may solicit county support for all checkpoint tasks if the need arises.

Positions that may be staffed at a checkpoint are depicted in Figure 2 below. Depending on the span of control for the incident, these roles can be individually filled or one person could take on multiple roles. The Task Force Leader will be the liaison with the IC and is responsible for implementing the daily Incident Action Plan (IAP). The Task Force Leader will be assigned by the IC. The Checkpoint Safety Officer will implement the safety plan developed by IC and manage checkpoint security. Each checkpoint will also have a leader designated in the areas of traffic control, compliance, and permitting/screening to supervise workers and monitor equipment and supplies needs at the site. These personnel should be experienced in the Incident Command System and can be provided from qualified NDA, NSP, County Emergency Management, LEDRS or University of Nebraska-Lincoln (UNL) Extension personnel.

Figure 2

Task Force Structure at a Checkpoint



The critical operational roles at a border checkpoint will consist of flaggers, screeners, and other support and administrative staff. Flaggers will have the responsibility of identifying vehicles falling under the conditions of the movement control order and directing those vehicles into a checkpoint's screening area. Generally, flaggers will be manned by state or local roads department personnel. Screeners will review compliance with the movement control order and collect the data for the NDA Inspection Document. Data collection and compliance determination will be based on driver interviews and a review of load-related paperwork. This screening will not involve any other compliance related inspections (e.g., safety inspections), unless, in the opinion of the screener, allowing the vehicle to proceed would pose an imminent and substantial threat to the driver and other vehicles on the road. Generally, screeners will be provided from state or local law enforcement personnel. If available, livestock subject matter experts (SMEs) will provide support to screeners, assisting with paperwork review and other livestock-, poultry- or commodity-related questions screeners may have, relative to interpreting

the movement control order or completing the Inspection Document. Generally, the livestock SMEs will be provided by NDA, UNL Extension, or LEDRS. However, if SMEs are in short supply or otherwise unavailable to staff the checkpoint, screeners should direct any related questions to the Task Force Leader, who may then forward them on to the IC as appropriate.

Other staff will include personnel to escort diverted vehicles to temporary holding areas, communications technicians, administrative staff, etc. Table 2 presents NDA's estimate of personnel and staffing needs at a hypothetical checkpoint.

All checkpoint workers should have a basic understanding of livestock and poultry production and marketing, state importation regulations, the state response plan for a FAD, and basic biosecurity. Much of this information can be delivered prior to an emergency or through just-in-time training as part of deployment. Law enforcement will require additional pre-event training related to animal import regulations, and associated paperwork, as well as in collecting information for the Nebraska Inspection Document.

Operational periods for response staff will be determined by the IC. In most cases, these workers will need to be provided food, water, and sanitary facilities.

Table 2
Checkpoint Staffing and Responsibilities*

Responsibility	Agency	Personnel/Checkpoint*
Checkpoint Set-up		
Establishing a checkpoint	NDOR and County	2-6
Checkpoint Operations		
Traffic Control/Flagging	NDOR, County Roads	2-6
Issuing Inspection Documents	NSP, Sheriff	1 for each traffic direction
Livestock SME	NDA, LEDRS, UNL Extension	1 (if available)
Incident Command and Other Staff		
Checkpoint Team Leader	As assigned	1
Traffic Control Leader	NDOR	1
Permitting/Screening Leader	NSP or NDA	1
Compliance Leader	NSP	1

Safety Officer	As assigned	1
Communications (radio)	NSP or NDOR	1
Other Support (e.g., Communications, processing/ paperwork, vehicle escort, etc.)	NSP, NDOR, County, other volunteers	As needed

*Adapted and modified from NDA 2012.

2.2.2. Equipment

The following list of equipment should be provided for cross-border checkpoints:

- Traffic cones and other lane markers.
- Reflective vests.
- Signage: Depending on the local and regional demographics, it may be necessary to provide signage in several languages, in addition to English. Signage should be constructed of waterproof materials. The following bullets present examples of the general types of signage needed.
    - Identifying the traffic control point.
    - Identifying what vehicles need to pull over for screening.
    - Explaining why the traffic control point has been established.
- Shelter: Shelter for the personnel staffing the checkpoint, depending on the season, should provide protection against temperature extremes, winds, and precipitation.
- Lighting: Lighting should be established to mark the checkpoint and provide general area illumination for staff working at the checkpoint. Flashers attached to barriers or signs can be used to alert approaching travelers of the impending traffic control point. With any lighting system, it will be necessary to provide electricity, either with batteries, generators, or drop service from power lines. The use of a drop service will require coordination with the local power company.
- Communication: Each checkpoint must have a means of communication with the IC. Generally, this will consist of portable radios tied into the IC's frequencies. Selection of radios should consider local topographic and cultural interferences that could negatively impact transmission and reception. If line-of-sight or distance becomes a limiting factor, the use of portable antennas or repeater towers may be necessary. In some cases, pagers, cellular phones, citizen band radios, or other devices will be appropriate. Whichever system is chosen, it must be compatible with other systems used at the IC, and must have the bandwidth or capacity to function effectively during an emergency.

  Each checkpoint must have the capability to transmit Inspection Document-related information back to the IC. This capacity could be maintained at the checkpoint through scanners or facsimile machines connected to either a telephone network or the internet. If this capacity cannot be maintained at the checkpoint, the checkpoint leader must arrange for the inspection document information to be couriered to the nearest location where it can be transmitted to the IC (i.e. the local emergency operations center).

- Sanitary facilities: Since it is likely these services will be needed over an extended time, a cleaning and pumping schedule will need to be established.

2.2.3. Methodology

Cross-border checkpoints are being identified by NDA and its associated border states. These locations will be provided to impacted county emergency management directors as they are available. Checkpoints that are the responsibility of Nebraska will be initially established and manned by state personnel; however, when sufficient state personnel are not available, county emergency management will be asked to support the efforts to initially establish and operate border checkpoints. NDOR or county roads personnel will set up checkpoints in conformance with the Manual for Uniform Traffic Control Devices (MUTCD). The NSP or the local sheriff's office personnel will screen vehicles flagged into the checkpoint. If available, each checkpoint may have a livestock SME who has detailed knowledge of the animal species involved in the movement control order and who understands interstate animal shipping paperwork and requirements. The livestock SME will assist law enforcement in screening vehicles.

All vehicles passing through a border checkpoint will be issued an NDA Inspection Document (Appendix A). This document is used to record critical information regarding the vehicle, its route of travel and its cargo. Any Inspection Document, or its information, issued at a checkpoint, must be forwarded to the IC in a timely manner (i.e. at least every hour). The Inspection Document information can be faxed and entered into an online data capture system (under development), or it can be scanned and delivered electronically to the IC. At this time there is no mechanism in Nebraska to enter Inspection Document related information directly into an online database.

Any vehicles diverted to a temporary animal holding area may require an escort. The escort will provide confirmation that the load arrived at the holding area and that the animals, equipment or other commodities are handled appropriately at the checkpoint. Handling specifics (e.g., off-loading) will be determined by the IC.

Vehicles not subject to the movement control order will be allowed to pass a cross-border checkpoint without being screened.

2.3. Stopping Traffic

The following information identifies personnel, equipment, and other supporting services that should be provided to establish, operate, and maintain no-access traffic control points, either associated with a quarantine situation ("reactive stance") or a movement control situation ("protective stance") along state borders. Two types of no-access traffic control points are discussed: manned and unmanned. Unmanned no-access traffic control points will be road blockages using signage or other means to prevent use of the road beyond the control point, into the access controlled area.

2.3.1. Personnel

Manned no-access traffic control points will generally be situated on heavily traveled routes. These points should be operated by at least two people. The use of two people provides backup in the event of injury and allows traffic control and detour assistance to occur simultaneously. Generally, it is best to have at least one law enforcement officer associated with a manned no-access traffic control point. If this is not possible due to limited resources, available law enforcement officers should be assigned groups of traffic control points that they can monitor and respond quickly to if requests for assistance are made. Possible law enforcement officials who could be utilized to support no-access traffic control points include: NSP, local sheriff's staff, local police, and Nebraska Game and Parks Commission (NGPC) officers. State resources may not become accessible until the Governor declares a state of emergency and the IC processes a support request. Nebraska Emergency Management Agency (NEMA) will act as a clearinghouse for logistical and personnel support.

Non-law enforcement federal, state, county, or city personnel should be used in a supporting role to man no-access traffic control points. Possible organizations that could provide support

include: local fire departments, county roads, local public works department, NDOR, the Nebraska National Guard, and NGPC. Counties also can access citizen corps or other volunteer organizations as appropriate. If these volunteer groups are utilized, the county attorney should evaluate liability issues relative to assisting the county in the response activities. Every effort should be made to limit or remove associated liabilities for volunteers.

Operational periods for response staff will be determined by the IC. In most cases, these workers will need to be provided food, water, and sanitary facilities.

2.3.2. Equipment

The following equipment should be provided for each no-access traffic control point:

- Reflective vests.
- Barricades (plastic, concrete, metal, hay bales, etc.): Any material can be used to create barriers to stop the flow of traffic. If a county needs to establish unmanned no-access points due to limited personnel resources, barricades must be of sufficient size and design to prevent the movement of traffic along the chosen road. While the possibility exists that travelers may try to bypass an unmanned no-access point, the use of signage and temporary fencing may help prevent this practice.
- Signage: Depending on the local and regional demographics, it may be necessary to provide signage in several languages, in addition to English. Signage should be constructed of waterproof materials. The following bullets present examples of the general types of signage needed.
    - Identifying the traffic control point.
    - Identifying alternate detours.
    - Explaining why the traffic control point has been established.
- Shelter: Shelter for personnel staffing the no-access points, depending on the season, should provide protection against temperature extremes, winds, and precipitation.
- Lighting: Lighting should be established to mark the no-access point and provide general area illumination for staff working at the no-access point. Flashers attached to barriers or signs can be used to alert approaching travelers of the impending traffic-control point. With any lighting system, it will be necessary to provide electricity, either with batteries, generators, or drop service from power lines. The use of a drop service will require coordination with the local power company.

- Communication: Each access control point should be provided a means of communication through the chain of command with the IC. Generally, this will consist of portable radios tied into the appropriate frequencies. Selection of radios should consider local topographic and cultural interferences that could negatively impact transmission and reception. If line-of-sight or distance becomes a limiting factor, the use of portable antennas or repeater towers may be necessary. In some cases, pagers, cellular phones, citizen band radios, or other devices will be appropriate. Whichever system is chosen, it must be compatible with other systems used in the response, and must have the bandwidth or capacity to function effectively during an emergency.
- Sanitary facilities: Since it is likely these services will be needed over an extended time, a cleaning and pumping schedule will need to be established.
- Maps: It may be necessary to provide a physical map to travelers who are rerouted at a no-access point, to help them navigate a detour. These maps can be as simple as a general county map with the detour highlighted.

2.3.3. Methodology

The IC may implement a combination of manned and unmanned no-access points. Whatever the specific method(s) planned, the method(s) must reasonably ensure that vehicular traffic across the access control point does not occur, either into or out of the control zone. Many law enforcement organizations have pre-existing standard operating procedures or guidance for stopping and rerouting traffic. These procedures would be directly applicable to county planning for traffic control.

2.4. Access Corridors – "Reactive Stance"

An access corridor is associated with quarantine, which is issued by the State Veterinarian. This corridor provides a location where residents, responders, supplies and equipment are allowed, under certain conditions, to enter and exit a control zone. Access corridors will utilize many of the same resources associated with a manned no-access point. Access corridors will have the added requirement of providing C&D for personnel, pets, vehicles, and other possessions, as well as documenting and regulating access.

According to Nebraska Revised Statutes §54-701, General Powers Statutes, NDA has the power to quarantine and euthanize animals to prevent the spread of a livestock or poultry disease. Additionally, the IC and access corridor personnel may also to require people, animals, supplies and vehicles departing a control zone to undergo C&D prior to being allowed to pass through an access corridor. Specific considerations of cleaning and disinfection are addressed in Monograph No. 004 *Cleaning and Disinfection*.

The following information identifies the personnel, equipment, and other supporting services that should be provided to establish, operate, and maintain access corridors for the controlled movement of people, animals, supplies and vehicles into and out of a control zone.

2.4.1. Personnel

Access corridors will require two groups of staff. One group will control traffic and restrict access. The second group will provide inspection and C&D services to people, vehicles, pets, and other possessions leaving the control zone. Both groups should consist of at least two people. IC will assign personnel to the various tasks associated with an access corridor. Operational periods for response staff will be determined by the IC. In most cases, these workers will need to be provided food, water, and sanitary facilities.

Personnel assigned to access corridors and who can potentially come in contact with infected materials or equipment should be advised to stay away from susceptible animals several days or weeks after they leave the access corridor. This is referred to as no-contact time. The IC will provide additional guidance on no-contact times. In some cases the no-contact time will be based on the potential for exposure associated with each job at an access corridor.

2.4.1.1. Traffic Control and Restricting Access Personnel

At least one law enforcement officer should be staffing this portion of an access corridor. Possible law enforcement officials who could be utilized to support access corridors include:

NSP, local sheriff's staff, local police, and NGPC officers. State resources may not become accessible to the IC until the Governor declares a state of emergency. NDA and the counties will work with NEMA to receive the requested support.

Non-law enforcement federal, state, county, or city personnel should be used to support the traffic control portion of an access corridor. Possible organizations that could be used for support include: local fire departments, county roads, local public works department, NDOR, and the Nebraska National Guard. Counties also can access citizen corps or other volunteer organizations as appropriate. If these groups are utilized, the county attorney should evaluate liability issues relative to assisting the county in response efforts. Every effort should be made to limit or remove associated liabilities for volunteers.

2.4.1.2. Cleaning and Disinfection Personnel

It is not necessary to utilize law enforcement personnel at a C&D station at an access corridor. Generally, staff working here will require training in the following areas: operation and maintenance of C&D equipment, biosecurity, and foreign animal disease. Training in the latter two areas can be provided by local veterinary staff. This training will allow these personnel to make informed decisions regarding the need for, and adequacy of, C&D, as well as the background to identify possible fomites inside vehicles. See Monograph No. 004 *Cleaning and Disinfection* for details.

Training for cleaning and disinfection duties can be provided in a just-in-time format or through pre-event training. Local fire departments generally have personnel with awareness to technician level training in cleaning and decontamination (hazardous materials/waste [HazMat]), very similar activities to cleaning and disinfection (disease prevention). The only difference between these two activities is that the HazMat activity uses a decontaminant, while the FAD activity uses a disinfectant. In some cases, fire departments will have pre-established procedures for the set up and operation of personal and vehicle cleaning and decontamination stations relative to a HazMat incident. These procedures will be directly applicable to the C&D needed for a FAD

response. If these groups have appropriate procedures, they can be modified as necessary to be applied to a FAD response. Other support personnel may be obtained from the following organizations: county roads, public works department, NDOR, the Nebraska National Guard, local citizen's corps, or other organizations with appropriately trained personnel. Nebraska National Guard has HazMat trained personnel and cleaning and decontamination procedures and equipment.

2.4.2. Equipment

The equipment needed to create and support an access control point is the same as that needed to stop traffic. The exception is associated with the C&D activities conducted at access control points. The process of C&D is addressed separately in Monograph No. 004 *Cleaning and Disinfection*. The following list identifies equipment that could be used at an access corridor.

- Reflective vests.
- Traffic control personnel should be given specific information, with illustrative photographs, if possible, on susceptible animals that should not be allowed to leave the control zone. (Susceptible animals should not be allowed movement unless appropriate documentation can be provided.) In the event of any question about personnel's ability to identify the designated species of animals correctly, photographs or other information about unique characteristics should be provided.
- Traffic control personnel should be given specific information, with illustrative photographs, if possible, on non-susceptible animals and the conditions under which they can be allowed to leave the control zone. Movement of non-susceptible animals may require an Inspection Document and could be contingent upon specific, rigorous cleaning and disinfection requirements. Animals coming from a control zone should be assumed to have been in close contact with infected or contact animals or premises, unless otherwise directed by the IC. This may also extend to personal pets within the control zone.
- Traffic control personnel should be given a list of companion animals that may be allowed movement in the company of their owners. The owners may be responsible for seeing that their pets are clean so that the animals do not act as carriers of disease pathogens. In some instances the IC may determine that pets will need cleaning and disinfection prior to leaving a control zone. Proposed movements of all other animals should be checked with the IC.

- Barricades (plastic, concrete, metal, hay bales, etc.): Any material can be used to create barriers to stop the flow of traffic. If a county needs to establish unmanned no-access points due to limited personnel resources, barricades must be of sufficient size and design to prevent the movement of traffic along the chosen road. While the possibility exists that travelers may try to bypass an unmanned no-access point, the use of signage and temporary fencing may help prevent this practice.
- Signage: Depending on the local and regional demographics, it may be necessary to provide signage in several languages, in addition to English. The following bullets present examples of the general types of signage needed.
    - Identifying the traffic control point.
    - Identifying alternate detours.
    - Explaining why the traffic control point has been established.
- Shelter: Shelter for the personnel staffing at the no-access points, depending on the season, should provide protection against extremes of temperature, winds, and precipitation.
- Lighting: Lighting should be established to mark the no-access point and provide general area illumination for staff working at the no-access point. Flashers attached to barriers or signs can be used to alert approaching travelers of the impending traffic control point. With any lighting system, it will be necessary to provide electricity, either with batteries, generators, or drop service from power lines. The use of a drop service will require coordination with the local power company.
- Communication: Each access control point should be provided a means of communication through the chain of command with the IC. Generally, this will consist of portable radios tied into the IC's frequency. Selection of radios should consider local topographic and cultural interferences that could negatively impact transmission and reception. If line-of-sight or distance becomes a limiting factor, the use of portable antennas or repeater towers may be necessary. In some cases, pagers, cellular phones, citizen band radios, or other devices will be appropriate. Whichever system is chosen, it must be compatible with other systems used in the response as well as having the bandwidth or capacity to function effectively during an emergency.
- Sanitary facilities: Since it is likely these services will be needed over an extended time, a cleaning and pumping schedule will need to be established.

2.4.3. Methodology

The specific methodology used to control access into and out of a control zone will be dependent on the specific resources available to the IC, as well as the number of access points involved. Whatever the specific method(s) planned, the method(s) must reasonably ensure that vehicular

traffic across the access control point is controlled and cleaning and disinfection protocols are maintained, either into or out of the control zone.

Specific cleaning and disinfection methodologies associated with access corridors are addressed in Monograph No. 004 *Cleaning and Disinfection*.

3. HEALTH AND SAFETY

3.1 Personnel and General Public

General first aid and access to emergency medical services must be provided at all traffic control locations that are manned. This portion of a response would be coordinated by the Safety Officer, a member of the Command Staff supporting the IC. Health and Safety address such issues as: extended or unusual work shifts; traffic safety; lifting; slips, trips and falls; sharps; dogs; wildlife and other animals; bites and stings; heat and cold stress, associated psychological stress. For additional reference on these issues see NAHEMS 2011b.

Traffic control area personnel should be provided personal protective equipment (PPE), as appropriate; to minimize their exposure to potentially contaminated materials. Unless stipulated by IC, respiratory protection will not be necessary. PPE requirements for a response will be developed by the IC. Personnel involved in cleaning and disinfection at traffic control locations may have different PPE requirements as stipulated by IC. Additional information on possible PPE associated with cleaning and disinfection can be found in NDA Monograph No. 004 *Cleaning and Disinfection*.

If a person in the control zone is injured or becomes seriously ill, every effort must be made to aid and obtain medical care for the person as quickly as possible. The very nature of a FAD response means that there is a risk of transporting the infection with the injured person. To

minimize this potential, the following steps should be taken as soon as arrangements for an ambulance or other vehicle have been made (adapted from NAHEMS 2003):

- The IC should be notified of the incident.
- An individual experienced in biosecurity and cleaning and disinfection procedures should be sent—along with cleaning and disinfection supplies—to meet the emergency vehicle at the medical facility.
- The IC should inform authorities at the medical facility of the existence of the risk of FAD transmission and ensure that cleaning and disinfection procedures for the patient and medical personnel are initiated as soon as appropriate.
- The patient's clothing and any of the medical personnel's clothing that may have become contaminated should be removed and sealed in a plastic garbage bag. The clothing then should be either (a) discarded safely or (b) removed from the bag and laundered, with care taken to dispose of the contaminated bag safely. Any contaminated medical equipment should be cleaned thoroughly (if possible, autoclaved) and disinfected with an approved disinfectant.
- Any surface—inside or outside the medical facility—that may have become contaminated should be cleaned thoroughly and disinfected with an approved disinfectant.
- The emergency vehicle should be cleaned and disinfected, including the interior, underside, wheels, and wheel wells, and the vehicle should then be taken through an automated carwash facility. (See "Biosecurity," Appendix C.)
- Any clothing or boots of emergency vehicle attendants, orderlies, or other personnel that may have become contaminated should be removed, sealed in a plastic garbage bag, and laundered, dry cleaned, or disinfected with an approved disinfectant or discarded.

The continuation of public services that are deemed essential will be critical to supporting residents in a control zone. The IC will determine what types of restrictions are necessary for community institutions and businesses that must operate within the control zone. Examples of possible activities include: (a) delivery of groceries, fuel, mail, and other items and (b) necessary trips to urban areas for medical and dental care, counseling, banking, or other important reasons. Restrictions may range from entry into a control zone under Inspection Document only, to informal agreements between the businesses or institutions and the IC. These restrictions or arrangements must be conveyed to access corridor personnel. Details regarding the continuation of public services can be found in NDA Monograph No. 005 *Continuity of Services*.

3.2 Animal Welfare

Animal welfare also needs to be taken into account at traffic control checkpoints. Although animals are not being offloaded and handled at the checkpoint locations, other factors could impact their safety and well-being. One of the crucial factors to consider is weather, particularly heat and humidity. Animals being transported in hot weather are dependent on the airflow created by a moving truck in order to keep cool. If trucks are stopped for an extended amount of time, the airflow is compromised and heat can begin to negatively affect the health and safety of these animals. Swine are particularly sensitive to high temperatures and can succumb fairly quickly if nothing is done to mitigate the situation. Therefore, it is important to keep checkpoint traffic moving as quickly and smoothly as is feasible, especially in hot weather. Portable fans and misting devices may also be used to keep animals cool and comfortable.

4. COMMUNICATION

Due to the dynamic nature of the response to a FAD outbreak, the defining criteria of a movement control order are likely to change as more information about an outbreak is developed over time. When new and significant information is developed regarding the potential threat to Nebraska, the State Veterinarian will revise movement control orders to maintain the necessary level of border security. In addition, the establishment, maintenance and relocation of quarantine-related traffic control points must be coordinated with the ever-changing understanding of the nature and extent of the control zone.

In order to allow traffic control points to quickly respond to changing field conditions, communication between the traffic control point personnel and the IC must be maintained. Real-time communication and pre-shift meetings constitute the required communication needed to support traffic control points.

In addition, it will be critical for local emergency management to provide county residents information regarding the traffic control efforts in a county. Information sheets that address the

causes, response and future actions, relative to the incident, would be useful for distribution to local residents. Public information should address some or all of the following issues (adapted from NAHEMS 2003):

- Provide information on the reason for the traffic control measures used, reinforcing the concepts conveyed verbally by traffic control personnel.
- Provide information on how to obtain a permit for animal movement.
- Provide information, including maps, on alternative routes to major destinations.
- Provide information on basic biosecurity measures, including cleaning and disinfection, as well as a list of readily available disinfectants approved for use by the public along with information on the safe use and disposal of these disinfectants. This information should be coordinated through Nebraska's State Veterinarian's office and the IC.
- Anticipate and deflect at least some of the drivers' questions and provide the driver with the opportunity to learn more about the animal health emergency and the response to it while waiting.
- Allow for uniform information dissemination and foster increased public support for and cooperation with animal health emergency response efforts. The information sheet should list the appropriate IC and NDA telephone numbers that can be used by members of the public wishing further information. A knowledgeable agricultural spokesperson should be present, if possible, at each traffic control point to answer questions. Otherwise, traffic control personnel should refer individuals with questions to the information sources and telephone numbers provided.

5. DOCUMENTATION

Documentation is critical to providing an accurate record of creating, operating, and maintaining traffic control points. This information is important in managing an emergency response, managing disease containment, providing liability protection, and in cost recovery efforts.

Due to the nature of an emergency response, it is critical to identify personnel who will be responsible for documenting these issues or monitoring and verifying that the needed documentation is being collected by other parties. In some cases, identifying a specific response job that includes documentation will be preferable, especially if personnel will be rotated through

shifts and response jobs. This role and responsibility should be identified and described in a county's LEOP.

Documentation should be maintained in written form. Video, photographs, and tape-recorded messages can be used to supplement the written documentation. Written documentation can be maintained in a logbook format, using documentation worksheets, or a combination of both. Documentation should be recorded with an ink pen, and any entry errors should have a single line drawn through them with the author's initials and date recorded at one end of the line. If a logbook is used, it should have numbered pages and the spine should be sewn, making the removal of pages both difficult and obvious. Pages should never be removed from a logbook. Anyone making entries in the logbook should sign and date the bottom of each page. If documentation worksheets are used, the author should sign and date the bottom of each worksheet. Sets of logbooks and worksheets should be assigned to each response task (e.g., traffic control, cleaning/disinfection, mortality disposal, etc.) or a master set of logbooks and sheets can be maintained. Logbooks and worksheets should be assigned unique identification numbers. When the logbooks or a group of worksheets is issued from Planning (response related) or Finance/Administration (cost and time reporting related) to a responder, the identification numbers of the logbooks and worksheets should be recorded and the recipient should sign them out in a document tracking log maintained by the issuing Section. This establishes a chain-of-custody for the documentation.

If pictures, video, or taped messages or interviews are used to supplement the written documentation record, the following information should be documented for each picture, video segment, or audio taped message or interview: photographer or interviewer, subject, time, date, person interviewed (video or audio taped), photo, and film roll number, direction (pictures and video) and general weather conditions (e.g., temperature, wind direction, humidity, sky condition, etc.).

Documentation for a cross-border checkpoint will consist of NDA Inspection Documents, one completed for every vehicle/load screened and an accounting of resources used.

For access corridors, documentation should focus on two areas: access screening and recording the resources used. These considerations are addressed separately below. Accounting for resources at a cross-border checkpoint is identical to tracking resources at an access corridor.

5.1. Inspection Documents – "Protective Stance"

At each crossborder checkpoint, vehicle screeners will complete an NDA Inspection Document (Appendix A) for each vehicle screened. Instructions for completing this document are included on the back of the document. One copy of the permit will be given to the vehicle driver, one copy will remain at the checkpoint and one copy will be transmitted to the IC in a timely manner.

5.2. Access Screening – "Reactive Stance"

Control zone ingress and egress control is a crucial part of disease containment and response management. This control directly affects disease containment, and it provides security for residents living within the control zone. Only responders and residents should be allowed to enter the control zone. In either case, personnel staffing an access corridor should be provided lists of responders and residents cleared for access. The compilation of this list will be the responsibility of the IC. A state or federally issued form of identification should be required to verify the identification of anyone desiring entry into the control zone. After the initial identity verification, a temporary access card, or other traceable indicator of approved access, could be issued to responders and residents to speed up flow through the access corridor. Depending on the security level required, examples of these indicators can range from simple color-coded dashboard cards to computer scanned bar-coded access cards.

As responders and residents exit or enter through an access corridor, their identities must be verified, and their names, time of entry, and time of exit should be documented. If there are unusual circumstances associated with an entry or access, this should be documented as well.

5.3. Resources Used

Throughout the process of providing traffic control associated with a FAD, it will be necessary to provide various types of documentation. If reimbursements are available to the responding agency or other forms of state or federal reimbursement or cost sharing, it will be necessary to document the resources applied and expended in providing traffic control. These costs can include labor charges, equipment rentals or purchase, costs of expendable equipment or supplies, subcontractor costs, or any other costs associated with providing the traffic control services. Possible actions or items that should be included in a documentation checklist include:

Responder time (hours)
Number of responders
Identity of responders
Mileage to the traffic-control point
Sanitation services provided
Meals provided
Location of each responder
Equipment at each point
Usage time for equipment
Specific quantities of expendables used

Documentation also will be essential to tracking vehicles, animals, and people who exit and enter both the infected zone and the control zone.

6. TRAINING

Personnel training will be a critical component of planning to initiate traffic control measures in the event of a movement control or quarantine situation. Being stopped at a traffic control point and being questioned (screened), or sent on an alternate route, or asked to undergo some type of vehicular or personal cleaning and disinfection, regardless of the importance of the measures to protecting the local and regional economies, can create tension and conflict between drivers/passengers and responders. Public concern and potential conflict associated with traffic control will require training to comfort and defuse potentially volatile citizens. Law enforcement personnel have this training and can be a training resource for non-law enforcement personnel who would support the traffic control portion of a no-access or access corridor traffic control point.

Personnel staffing C&D stations will be provided training in: FADs; biosecurity; the operation and maintenance of the C&D equipment; disinfection procedures; associated environmental protection issues; and the inspection of people, vehicles, pets, and other possessions to verify thorough cleaning and disinfection. Training relative to C&D can be provided via Just-In-Time training resources or by local fire or emergency medical services personnel as available. In some counties, military Reserve or National Guard units and local health departments may be able to assist in providing C&D training.

Personnel staffing access corridors and cross-border checkpoints will be provided basic training in biosecurity and FAD. Some of these requirements are addressed in NDA Monograph No. 003 *Temporary Housing of Livestock and Poultry*, Section 2.3. Local veterinarians and UNL Extension may be utilized to provide this training for responders that may be assigned these tasks by utilizing Just-In-Time training resources. Training in FAD and biosecurity can also be provided at a local level by private, state, or federal veterinarians.

Personnel associated with the movement of vehicles through a cross-border checkpoint should be familiar with the animal documentation requirements and screening protocols, as well as biosecurity and general livestock and poultry production. This training can be provided by local large animal veterinarians, NDA or local UNL Extension Specialists.

7. PUBLIC INFORMATION

Once any type of traffic control is initiated, regionally or on a statewide basis, a county's Public Information Officer (PIO) will work in conjunction with the Joint Information System (JIS) to initiate a public information communication plan to inform the local community of the existence and location of traffic control points, and the associated alternate routes, where applicable. County roads and NDOR personnel should be consulted when alternative routes are created. In addition, it will be necessary to notify the public of: 1) the possibility of travel delays associated with access corridors and 2) what procedures will be used as control zones are exited.

The public communication plan may utilize communications platforms such as social media; rapid mass-communications systems such as the DeltAlert® or CodeRED, used by many counties; radio; television; websites; newspapers; mobile message boards; or any other appropriate mechanism to communicate with the public.

Any information release must be coordinated with PIOs or Joint Information Center (JIC) associated with the IC. Local responders should identify and make use of approved state or federal prepared information or press releases that could be used in responding to a FAD. Public notification will help citizens plan alternate routes around control zones or help them understand possible travel delays associated with the traffic control activities.

Checkpoint personnel should be instructed to refer any press or other project-specific inquiries to the PIO or IC.

8. REFERENCES

NAHEMS Guidelines. (2011a). *Biosecurity.* FADPrep, United States Department of Agriculture. March 2011.

NAHEMS Guidelines. (2011b). *Health and Safety.* FADPrep, United States Department of Agriculture. April 2011.

NAHEMS Guidelines. (2003). *Quarantine and Movement Control: Highly Contagious Disease.* United States Department of Agriculture. May 5, 2003.

NAHEMS Guidelines. (2005). *Highly Contagious Diseases.* United States Department of Agriculture. September 2005.

NCAHEM. (2012). *FAD PReP – APHIS Foreign Animal Disease Framework Response Strategies*. May 2012.

NDA (2012). *Draft Interstate Emergency Livestock – Standard Operating Procedure*. Draft 2012.

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APPENDIX A

NDA Inspection Document

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Movement Control Order Version:_____ Permit Number: [pre-printed & sequential]

NEBRASKA MOVEMENT CONTROL INSPECTION DOCUMENT

1. Date: _____ Time: _____ AM □ PM □ Checkpoint: _____

2. Vehicle/: _____ / _____ / _____ / _____ / _____ / _____
   Trailer (make & model) (tag #) (state) (make & model) (tag #) (state)

3. Vehicle USDOT #: _____ Driver's license #: _____ State: _____

4. Driver: _____
   (name, phone, street address, city, state, clear physical directions if no physical address)

5. Animal health/shipping document, issuing state and associated document number: _____
   _____

6. Load contents: _____

7. Origin premises ID#: _____ Destination premises ID#: _____

8. Origin: _____
   (name, phone, street address, city, state, clear physical directions if no physical address)

9. Destination: _____
   □ Multiple Destinations (name, phone, street address, city, state, clear physical directions if no physical address)

10. Owner: _____
    (name, phone, street address, city, state, clear physical directions if no physical address)

11. **Has the shipment originated from or passed through an area identified in the Movement Control Order?** Yes □ No □
    If yes, contact the local emergency manager and divert to the nearest off-load area.
    Proceed to an Off-load Site? Yes □No □ Name/ID of Off-load Site: _____

12. **Return to Point of Origin**. Yes □ No □
    Proceed to Intended Destination. Yes □ No □

Time of checkpoint departure

13. Route to final destination: _____
    _____
    _____

14. _____ _____
    Signature of driver Printed name of driver

By signing this document the driver acknowledges and agrees to abide by the requirements of this permit.
Disobeying requirements of this movement permit may result in a fine and/or imprisonment.
For questions regarding this permit, please contact [INSERT STATE CONTACT AND PHONE #]

15. _____ _____
    Signature of issuer Printed name of issuer

EMERGENCY MOVEMENT PERMIT
----INSTRUCTIONS----

1. Date and arrival time at checkpoint, check AM or PM. List the highway, mile marker and the checkpoint name.
2. Enter the vehicle make and model, its license tag number and the state of licensure; then enter the same series of information for the trailer, if the vehicle is towing a trailer.
3. Enter the vehicle's USDOT number, the driver's license number and state.
4. Provide contact information for the vehicle driver (name, phone, street address, city, state, clear physical directions if no physical address).
5. List the names of all animal health papers and/or shipping documents examined. Provide the name of the issuing state and any document number associated with each document reviewed.
6. Enter a description of the contents of the vehicle and/or trailer, applicable to the movement control order (e.g., animals [number and kind], feed type [hay, grain, silage, etc.], and/or equipment [livestock panels, squeeze chute, skid steer loader, etc.]).
7. If available, list the premises identification number for either the origin of the load, the destination of the load, or both if available. If there are multiple origins or destinations, list the applicable number for each.
8. List information regarding the point of origin of the load. The "point of origin" means the place where the contents of the vehicle and/or trailer were loaded. The listed information should include a contact name for the point of origin, a contact phone number, and the physical address of the location; if an address is not known, provide a written description of the location.
9. List information regarding the final destination of the load. The listed information should include a contact name for the destination, a contact phone number, and the physical address of the location; if an address is not known, provide a written description of the location. Check the box if you will have multiple delivery stops.
10. Provide contact information for the owner of the load, relative to items covered by the movement control order (name, phone, street address, city, state, clear physical directions if no physical address).
11. Must be answered "Yes" or "No." If "Yes," the load must be diverted to the temporary holding area/diversion site for the checkpoint. Answer "Yes" or "No" for "proceed to an off-load site." List the name or other identification for the off-load site. The driver may require an escort to the holding area/diversion site.
12. Indicate if the load should return to its point of origin or if it can proceed to its intended destination. This decision will be based on the criteria specified in the movement control order. The appropriate check box must be "checked" for each question. At the end of the screening process, list the checkpoint departure time in the box to the left of Question 12.
13. Describe the planned route of travel, to return either to the point of origin or to the original destination. Indicate each off-load stop on your planned route of travel (Box in #9 checked). Drivers who must return to their points of origin should be encouraged to return over the same route that brought them to the checkpoint.
14. Have the driver sign the permit and emphasize that by signing the permit the driver understands the conditions under which the permit was issued, the requirements of the permit and the possible penalties for violating the permit.
15. Print and sign your name, as issuing agent.

IF YOU, THE ISSUER, HAVE *ANY* QUESTIONS REGARDING INTERPRETATION OR THE APPLICATION OF THE CONDITIONS OF THE MOVEMENT CONTROL ORDER, CONTACT THE STATE ANIMAL HEALTH OFFICIAL FOR CLARIFICATION OR GUIDANCE.

APPENDIX B

Biosecurity
(Adapted from NAHEMS 2011a)

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Before ENTERING a premises (infected or suspected of being infected),

DO:

- Park your vehicle away from site production facilities and/or ensure that your vehicle's tires, wheel wells, and undercarriage have been cleaned with soapy water so they are free of dirt and debris and/or that your vehicle has been taken through a pressure car wash.
- Designate separate "clean" and "dirty" areas in your vehicle. The "clean" area is usually the passenger compartment. The "dirty" area is usually the trunk or cargo area.
- Put on clean coveralls, boots, hat, gloves, and other required apparel. Use only clean equipment and supplies.
- Wash your hands with soap and water.
- Consult with the owner to establish an arbitrary line on the site to demarcate the "clean" side of the premises from the "dirty" side. This will usually be somewhere along the driveway or in the parking area.

DON'T:

- Enter a "clean" area of either a premises or vehicle unless you have disposed of or cleaned and disinfected all clothes, footwear, hats, gloves, equipment, supplies, and other sources of pathogen transmission.
- Attempt to disinfect a surface unless it first had been thoroughly cleaned (i.e., it is free of all visible organic material).
- Drive your vehicle onto premises any more than necessary. Use an on-site vehicle for on-site transportation whenever possible.

Note: Additional biosecurity and cleaning and disinfection procedures are required to address the risks posed by suspected and confirmed foreign animal diseases and serious zoonotic diseases. This includes the creation of work zones for proper entry and exit from a contaminated area.

Before LEAVING a premises (infected or suspected of being infected),

DO:

- Upon returning to the vehicle area, use a brush and an approved disinfectant to thoroughly clean and disinfect all reusable clothing and equipment, including personal items such as jewelry and eyewear. If these items may be harmed by the disinfectant, they may be washed thoroughly in soap and water or, if an acid-susceptible virus is present (e.g., foot and mouth disease virus) dipped in vinegar (acetic acid).
- Clean vehicle exteriors and trailers, including tires, wheel wells, and the undercarriage, with soapy water so they are free of dirt and debris and/or take them through a pressure car wash.
- Place disposable coveralls (turned inside out), boots, and other used items in a plastic bag to leave with the owner on the premises or to transport in the "dirty" area of your vehicle.
- Dispose of disinfectant solution according to label directions.
- Dispose of all plastic garbage bags containing used or contaminated supplies in a manner that prevents exposure to other people or animals.
- Wash your hands with soap and water.
- Clean and/or launder all reusable equipment and clothing.
- At the end of the day, take a shower. Personal hygiene should include shampooing your hair, cleaning under your fingernails, and clearing your respiratory passages by blowing your nose, clearing your throat, expectorating into a sink with running water, and washing your hands with soap and water.

DON'T:

- Bring "dirty" paperwork into the clean area of your vehicle.
- Visit a second premises before complying with appropriate biosecurity protocol. Follow the incident specific Biosecurity Plan for guidance on waiting periods between visits to susceptible sites. The waiting period may vary based on the disease, the premises designation, the task assignment, and the level of biosecurity practiced.

General Biosecurity Practices

Premises Visits

- Do not enter an animal area unless accompanied by a facility employee or authorized to do so by the facility owner.
- "Backyard" facilities are considered animal facilities. Follow all biosecurity practices when visiting these sites.

Clothing

- Wear rubber boots, other footwear that can be cleaned and disinfected, or disposable plastic boots.
- Wear disposable or clean coveralls, laboratory coats, smocks, or other suitable outerwear when coming in contact with animals, their secretions, or manure. If visiting multiple facilities, be sure to have an adequate supply of clean or disposable coveralls, so a fresh pair can be used at each site. Remove outerwear when leaving premises. Dirty items should be placed into a double plastic bag which is sealed and kept in the vehicle's "dirty" area.
- Wear disposable latex gloves. Hands should be washed after removing gloves.

Cleaning and Disinfection

- Remove all dirt and organic matter (mud, manure, straw, etc.) from boots and thoroughly disinfect them before entering and before leaving an animal facility. Use a bucket of water with an appropriate broad spectrum disinfectant and a brush to disinfect your boots. Thoroughly wash hands with antibacterial soap before entering and leaving the premises. Wearing disposable gloves is not a substitute for hand washing. Hands should be washed even if gloves are worn.
- If possible, dispose of used disposable boots, gloves, and coveralls at the facility. Otherwise, place the items in a plastic garbage bag, seal it, and double bag it for disposal later in a designated container at a designated location.
- Keep all equipment used in the field clean. Use disposable equipment or disinfect all equipment that comes in contact with animals or their secretions prior to leaving the premises. For field use, select equipment that is easily disinfected (e.g., plastic vs. wooden clipboards). For more information, see *FAD PReP/NAHEMS Guidelines: Cleaning and Disinfection (2011).*

Vehicles

- Designate "clean" and "dirty" storage areas in the vehicle and keep clean and dirty clothes, supplies, and equipment in separate areas of the vehicle.
- When at a premises, avoid driving through manure or wastewater. Park on concrete or paved areas and away from barns, pens, pastures, or other animal areas. Avoid parking in areas where the vehicle may come in contact with run-off.
- Clean response vehicles between visits to animal production facilities. Cleaning should include tires and floor mats. Vehicle carpets should be covered by plastic floor mats. Commercial car washes with wheel-well washing provide adequate exterior cleaning. Tire sprays may be needed in some situations.

Contact with Infected Animals

- Personnel who come in contact with sick, dying, or dead animals should be considered "carriers" of the disease and should follow proper disinfection procedures prior to coming in contact with other animals. Vehicles used at the premises must also be cleaned and disinfected prior to visiting another premises.