



REGIONAL FLEET MOVEMENT COORDINATION INITIATIVE

OVERVIEW

This document provides an overview (no details) of the processes and procedures used to support the electric sector's need to coordinate with multiple states during a large scale power restoration requiring the movement of private sector fleets and resources across state lines.

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Produced by:

Multi-State Fleet Response Working Group (FRWG)



Overview

Regional Fleet Movement Coordination Initiative

Background

To restore power across the Central and East Coast Regions of the U.S., expediting utility fleet movement across state lines in a safe and legal manner is essential.

Specifically, when the electric sector companies prepare for potential threats, depending on predicted event severity, many resource acquisition and implementation processes may start 2-3 days prior to the event. This process can be initiated by the electric sector's mutual aid conference calls conducted by one or several of the five RMAGs (Regional Mutual Assistance Groups). These RMAG conference calls are the place where resources availability information and allocation occurs. The resources can include equipment, commercial vehicles, industry personnel (lines, damage assessors, logistics, etc.), contractors, and vendors.

From time to time, these regional movements of utility fleets require coordination with multiple states and several of their agencies. In a large regional event, multiple states will be involved. Some states will be the "impacted states" and will be the "pass through" states.

- **Impacted states:** these are the states impacted by the storm/event and need power restored
- **Pass through states:** these are the states that the utility will need to drive through in order to get to the impacted states

Based on real world experiences in 2014, when multiple states are involved and informed in a regional fleet movement of utilities, it has a positive impact on the movement of these resources.

Finding: It is recognized that a one hour delay during a multi-state fleet movement (e.g. during SANDY), depending on the distance to be traveled, can impact power restoration efforts by 24 hours due to the many domino effects caused by multiple choke points across multiple states along the various transportation routes.

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

Purpose

The purpose of this Regional Fleet Movement Coordination Initiative is to provide information from the private sector RMAGs (Regional Mutual Assistance Group) to state government operational leadership (e.g. Emergency Management, Police, Transportation, etc..) in multiple states related to the movement of private sector fleets/resources into and/or through their states or region from around the country in response to a specific disaster or emergency event.

The Regional Fleet Movement Coordination process provides the states with the regional "big picture" of resource movement to all states involved.



The Regional Fleet Movement Coordination Initiative activities (via emails) are designed to have the states become aware of the situation, understand any needs from the private sector, and have the states provide information or guidance quickly to the private sector relevant to each state.

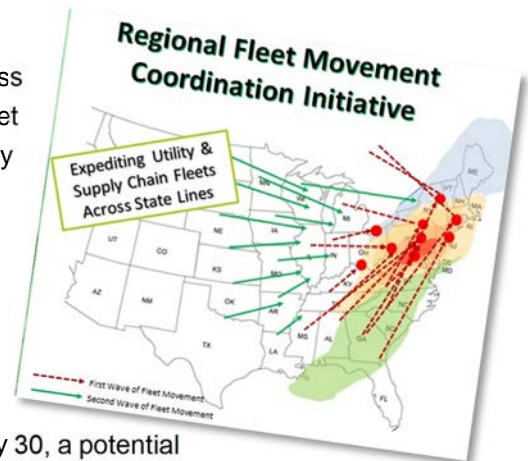
Communications Timeline

Private sector electric fleet utilities begin moving between 24 to 48 hours prior to impact (of a predictable event) and continue throughout event. Continued movement may be the results of new waves of crews arriving or re-assignment of existing crews to new areas.

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

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

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



Communications Approach

Based on past events, electronic email proves to be a very time efficient approach for public and private sectors. Emails were forwarded to the appropriate people quickly and responses were sent to a universal email box which quickly distributed the information to the appropriate parties on a 24x7 basis.

This allows for a more effective aggregation and distribution of information before, during and after the event without the need for conference calls.

While the email communications proves effective, there still may be a need for a regional conference call in addition to the electronic communications.



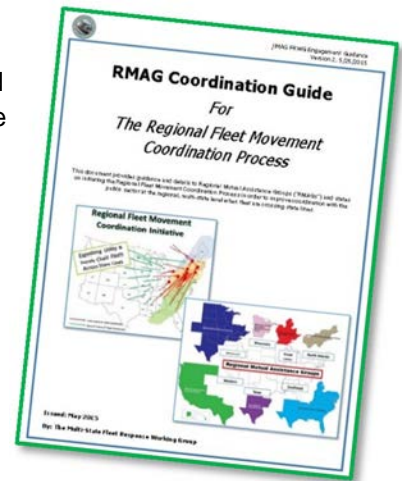
Activating the Regional Fleet Movement Coordination Process

This process will be set in motion by the private sector's Regional Mutual Assistance Groups (RMAGs). Leveraging their existing processes, the FRWG will be contacted by an RMAG (Regional Mutual Aid Group) representative if/when the need arises for coordination with multiple states in support of fleet movement.

- 1) A short video has been created on YouTube to explain this process. See below.



- 2) As second document explains the detailed operational processes and procedures developed by the RMAGs and the FRWG leadership. See below. See below.



Reference Information:

A website has been established with a number of resources to educate people on this initiative.

Website: <http://www.fleetresponse.org/resources/hurricane-season/>