

QUESTIONS for PANEL

- Comment / suggestion: To expedite the movement of vehicles and minimize the time required to inspect document [I believe] a readily visible document identifying previously inspected load would be very beneficial. Use of verifiable technologies such as the KyEM e placarding, e Rostering could work. [I realize] this requires multiple states adopting the WEBEOC technology and there are states that do use this technology. A critical issue is preventing forgery and falsification of document by rogue individuals that are abundant.
- How does USDA envision the movement permits/authorized movement out of a Control Area to be supervised/enforced in the field?

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- Hopefully, infected premises will be quarantined with no movement off the facility, but there may be attempts at unauthorized movement from undetected facilities, not yet considered Monitored Premises, located within the Control Area. Voluntary compliance from the industry is expected.
- Is there a typed position that a state could EMAC if there was a need for someone to help coordinate interstate movement?
- If a state does not have plans in place, where do you start?

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- If an individual state decides to allow *intrastate* movement, how will that impact permitted interstate and pass-through movement?
- Enforcement at the level of the Control Area may provide some assurance to other locations/states concerning 'risky' movement. It is understood that this would apply only in the case of a small Control Area – which would still involve square miles. Would the decision about checkpoints around the perimeter of the Control Area be left up to each state?

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- Would implementation of these checkpoints involve state assets (only)?
- Is all movement leaving a Control Area expected to stop, except 'permitted' movement involved in the Secure Food Supply projects?
- Will other agricultural conveyances need to be 'permitted/authorized' to leave the Control Area?

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- Examples of movement leaving an undetected/not yet classified as Monitored Premises include manure, feed leaving destined for a facility's associated livestock premises outside a Control Area, or empty livestock vehicle. Should someone (industry, academia and animal regulatory agencies) be leading a movement to start a "Secure Animal Feed Delivery Movement Project?"
- What is the correct answer as to what authority state animal health authorities have to stop the movement off and on an animal premises for **people** during the first few days of a confirmed FAED event?

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- I have heard it answered in the two ways below, and I am curious to hear how other states answer this question:
 - unless under a broad Healthcare Powers Act, preventing people from leaving can only be *recommended* but not enforced; and/or
 - some say that SAHAs do have the *authority* to strictly enforce this and can refuse to let people leave (unless a medical emergency, etc.), but that *enforcement* may be difficult.
- If we are under a stop movement order,
 - a) Does it only apply to *commercial* vehicles/livestock haulers?
 - b) If it applies to all vehicles, how would the authority to stop the all vehicles work?

..... It varies state by state?

QUESTIONS for PANEL

- Discuss role of surveillance in permitted movements. For animal/product movements, have we gained any consensus of how the transition from the uncertainty from unknown status just after an outbreak to a level of comfort facilitating movements been worked out?
- I would hope the answer would be that are working towards using surveillance testing to establish proof of status (proof of negative)---much like we have for every other disease event we have responded to in past. [This could] relieve the burden [regarding the following issues]:
 - Pressure in decision making
 - Impossible biosecurity measures like decon-ing tankers in 5 degree weather (if farm maintains a negative status then, in challenging weather etc., farms can still move....)
 - Establishing compartments facilitating movements within production centers

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- Following identification of the index case, does it make the most sense to allow those animals currently in transit to continue to their destination or attempt to stop them in place?
- Can you ask a general question on the logistics (communication, manpower, agriculture, state police, National Guard) for controlling or monitoring permitted movement of trucks containing live animals or animal products on large highways such as Interstate 81 in Pennsylvania? Also a general question on the type of interstate communication/software system/database (such as EMRS) that might be used to generate permits for movement between states.
- What criteria should states consider for determining when and where it is again safe to permit livestock trailer movement?

QUESTIONS for PANEL

- Does all traffic need to be stopped at the beginning of an FMD outbreak? If not, what traffic movement should continue to be allowed?
- In an FMD situation, how will vehicle disinfection be enforced?
- What types of practical standards can be provided to herd owners attempting to minimize their risk?
- There will also have to be requirements for on-farm bulk milk truck disinfection pads – water pressure, water temperature, disinfectants available, drainage, etc. Can these be standardized nationally?

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- These farms will be in a control zone but will not be quarantined as positive, even though disinfection standards should be equivalent to those used on a quarantined farm. There will be an incentive for owners to monitor disinfection procedures for vehicles entering the farm but not so much for vehicles leaving the farm. As a farm in a control zone, high standards should be maintained for departing vehicles. How can this be achieved?
- Can routes of all farm service vehicles be altered so trucks are moving from lower risk areas (furthest from infected herds) to highest risk areas (near infected herds). How will trucks moving across state lines, especially between states under different regional SMS plans be regulated?

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