

Moving Horses in Emergencies

Concepts and Safety Issues

There are many reasons to have to move horses and other livestock.



Some threats are immediate.



Livestock can be traffic hazards.



Some have escaped and are at large.



Horses can become injured and have to be brought in for veterinary care.



Animals can be at large as a result of highway accidents.



In all of these circumstances,
responders must be properly trained.



Activities must be coordinated with appropriate responsible agencies.



At staging, waiting for orders, Bison Fire.

Multiple agencies may be involved.
Everyone needs to be on the “same page.”



Controlling energy and focus can be critical.



“Quiet coordination” among personnel
is critical.



Preparing to move horses off US-50

Everyone present needs to understand and follow the “plan.”



Carefully directing horses through an escape gate.

Curious or interfering citizens can adversely impact an operation.



The result of an interfering citizen.



All responders need to use proper protective and reflective gear.



And deploy appropriate equipment.



Deploying construction netting to direct a horse into a funnel chute.

Properly use containment corrals.



Properly use loading chutes.



Use construction netting effectively.



BASIC CONTAINMENT PRACTICES.

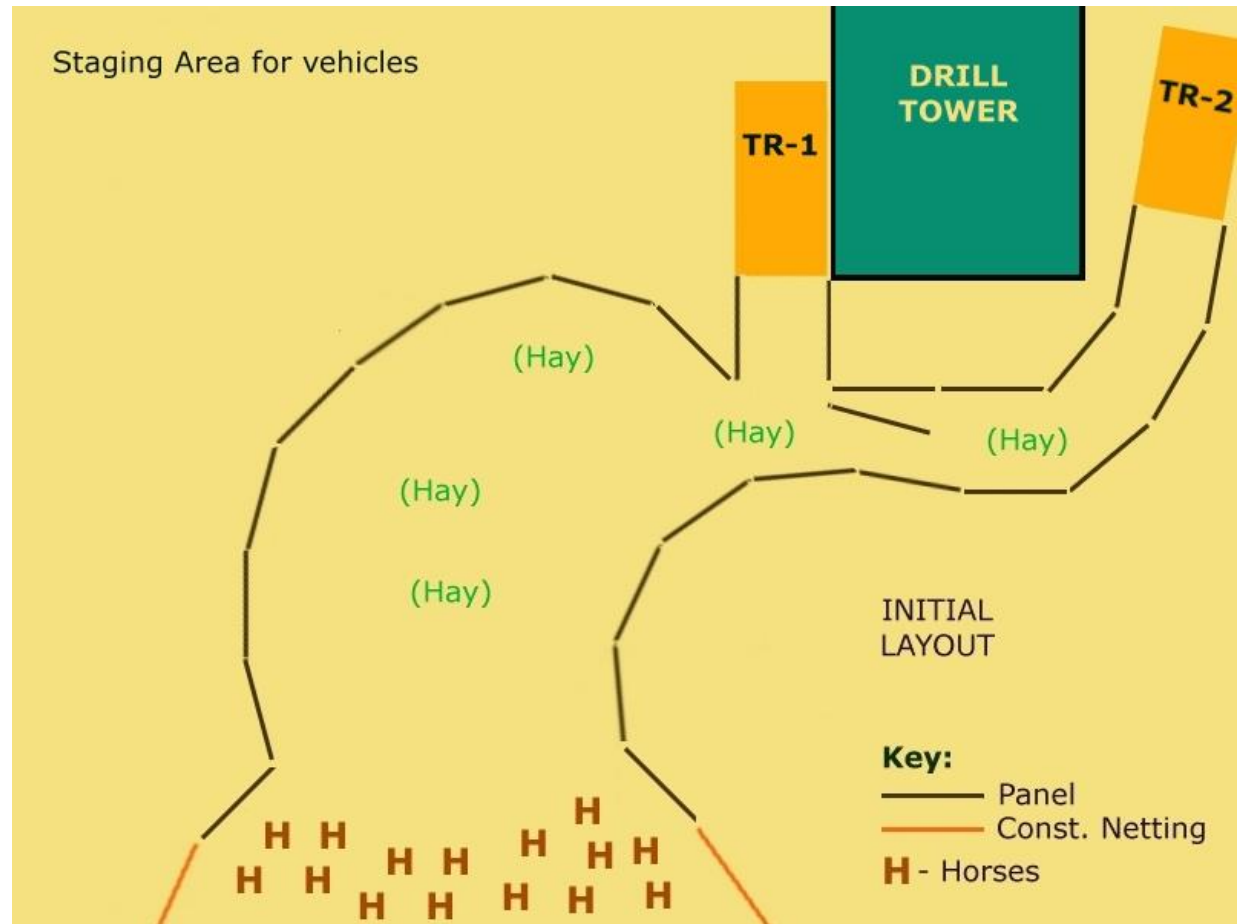
(Wild horses loose inside the Fire Training Grounds)



BASIC CONTAINMENT PRACTICES.

SETTING UP A BAIT TRAP.

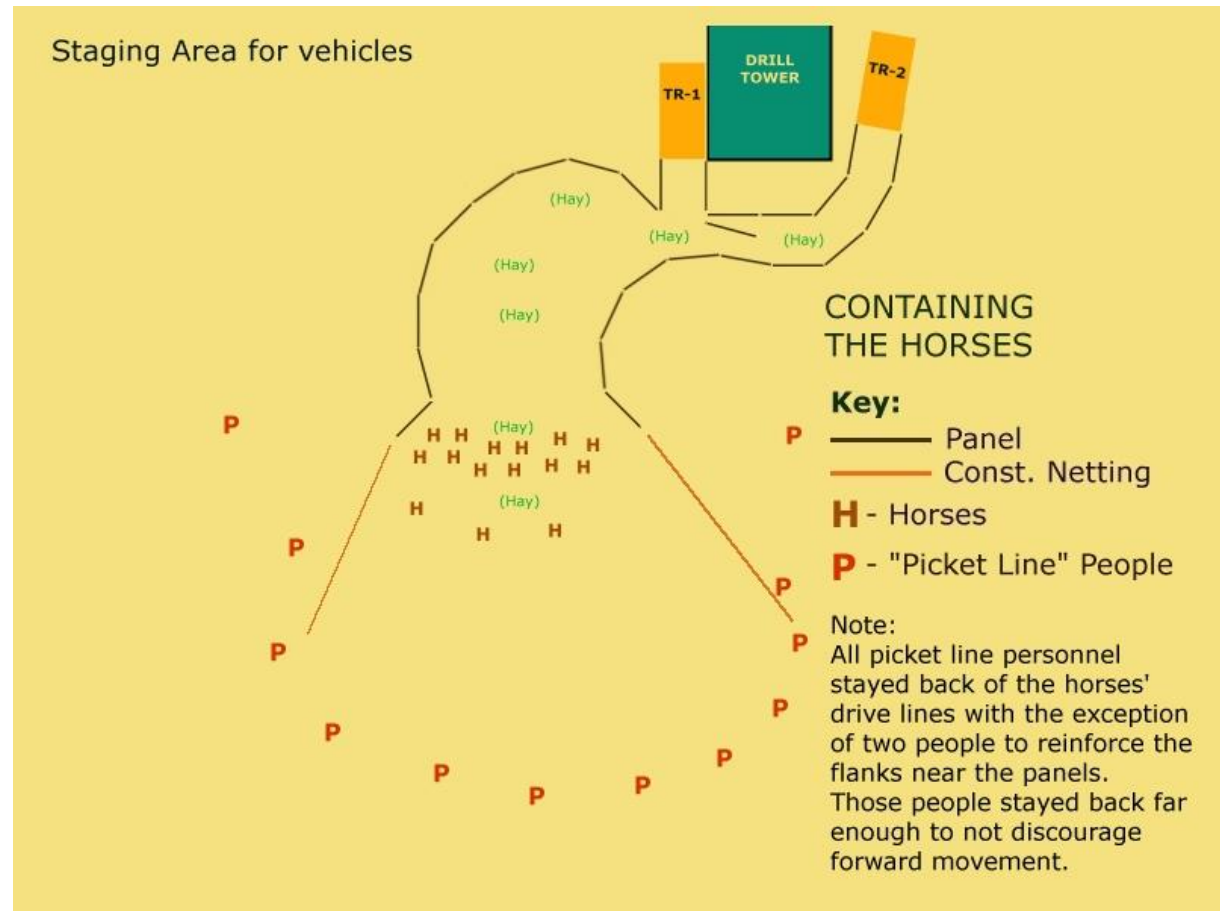
(Note that the transport trailers are offset, attached by “L” chutes.)



BASIC CONTAINMENT PRACTICES.

MOVING HORSES INTO THE TRAP.

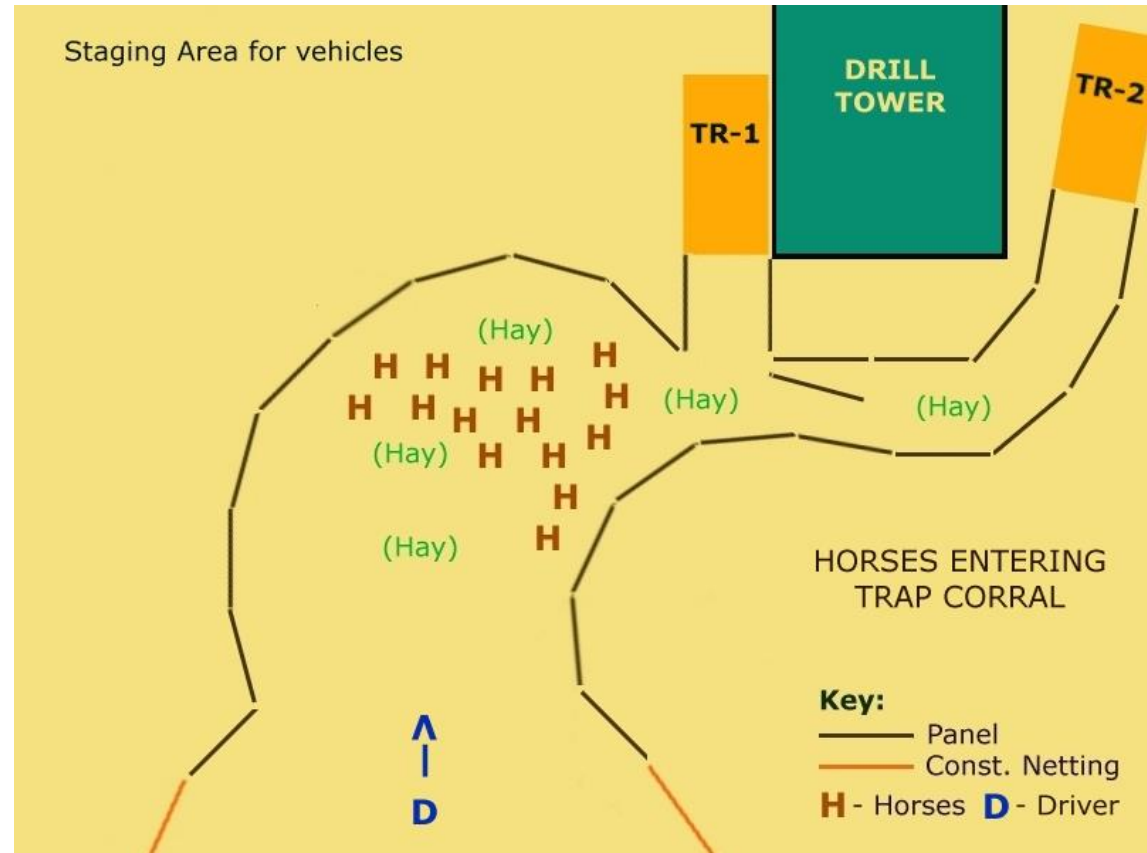
(In this sequence, a partial “Navajo Circle” picket line of responders forms an arc and quietly moves forward together. It is critical that all responders maintain even spacing and stay “on the arc.” Horses will exploit any gaps.)



BASIC CONTAINMENT PRACTICES.

MOVING HORSES DEEPER INTO THE TRAP.

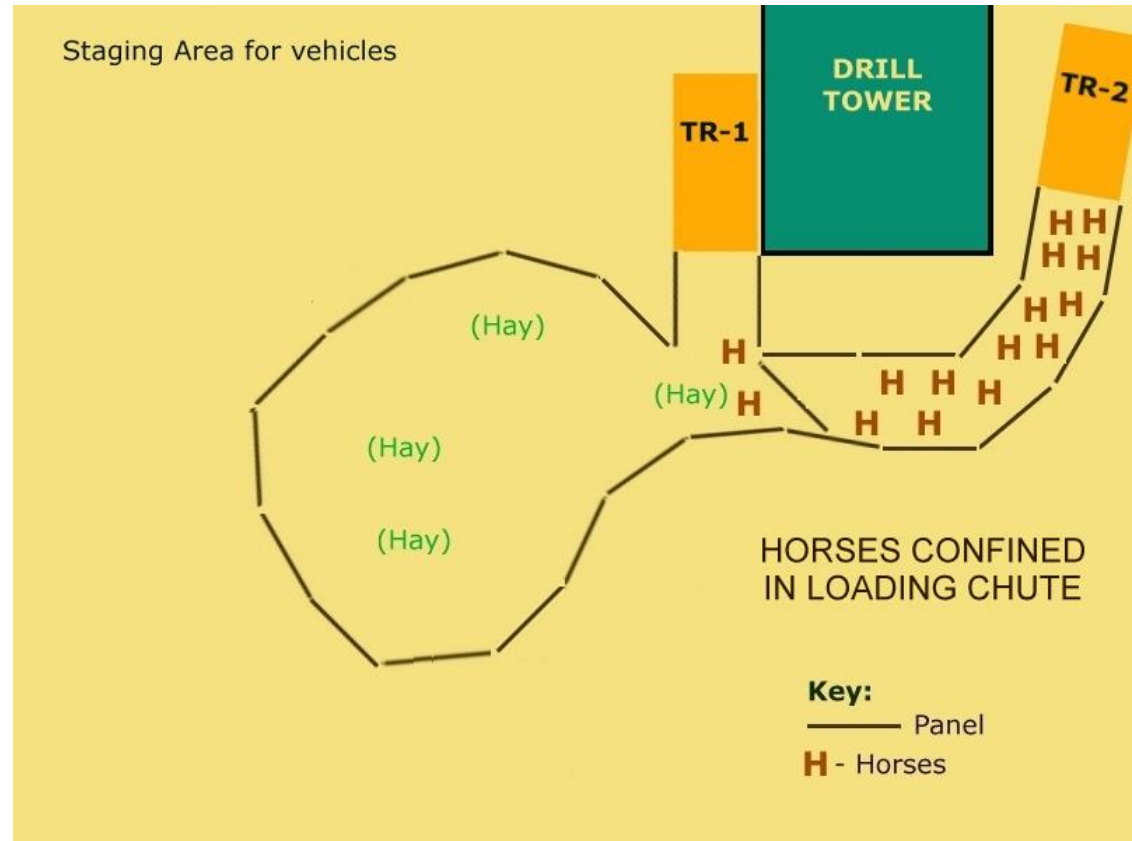
(Once the horses are within the metal corral panels, one responder will carefully drive the horses deeper into the trap so that the wings can be safely closed.)



BASIC CONTAINMENT PRACTICES.

PREPARING TO LOAD.

(Once the trap is secured, the group can be broken up into appropriate numbers for loading.)



BASIC CONTAINMENT PRACTICES.

The “Snail” Configuration

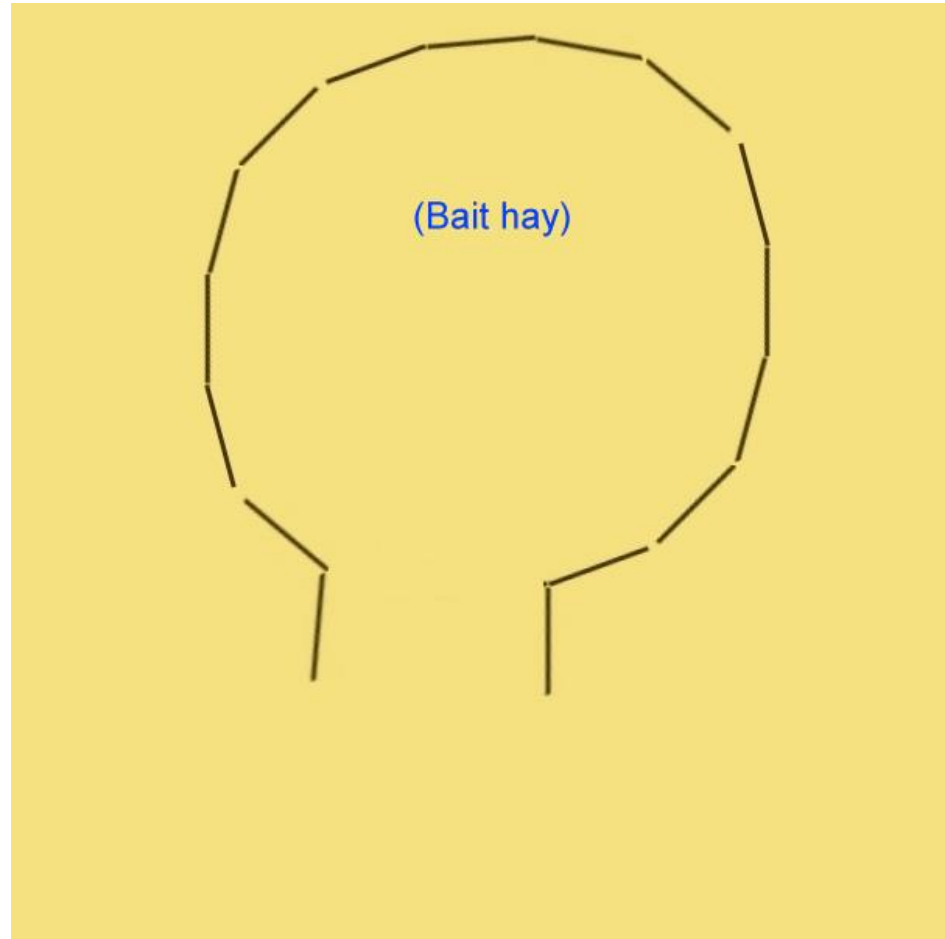


BASIC CONTAINMENT PRACTICES.

SNAIL CONFIGURATION.

Start with a basic round trap with bait.

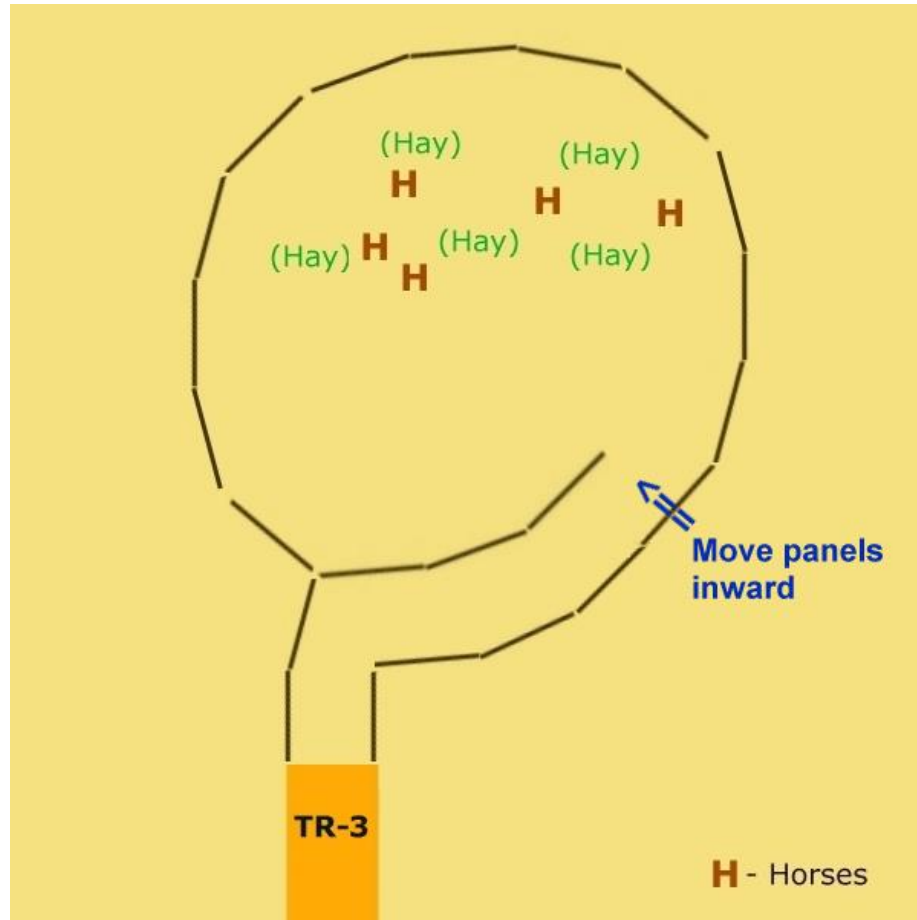
(For emergency evacuations or where baiting is not practical, horses could be herded into the trap)



BASIC CONTAINMENT PRACTICES.

SNAIL CONFIGURATION.

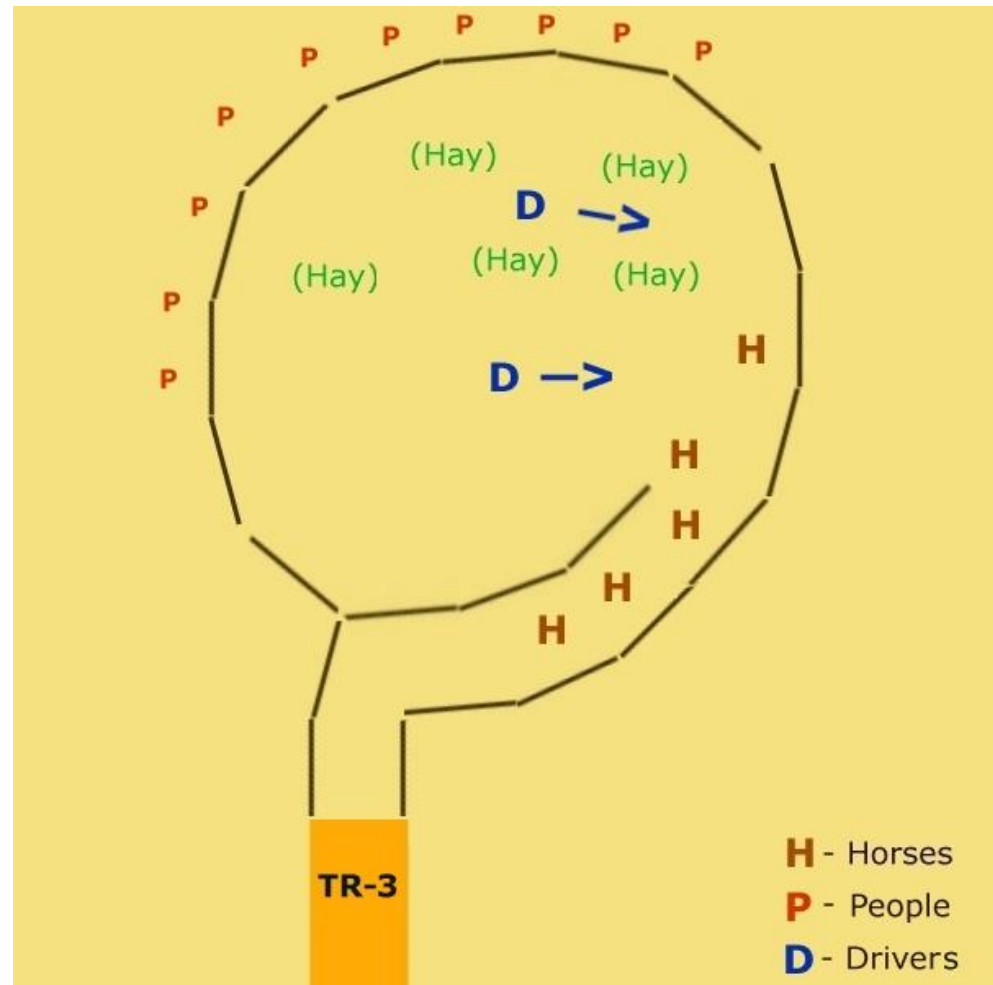
Once the horses are in the trap, additional panels can be added to form the snail shell chute, a transport trailer positioned and inside panels moved to form the chute outlet.



BASIC CONTAINMENT PRACTICES.

SNAIL CONFIGURATION.

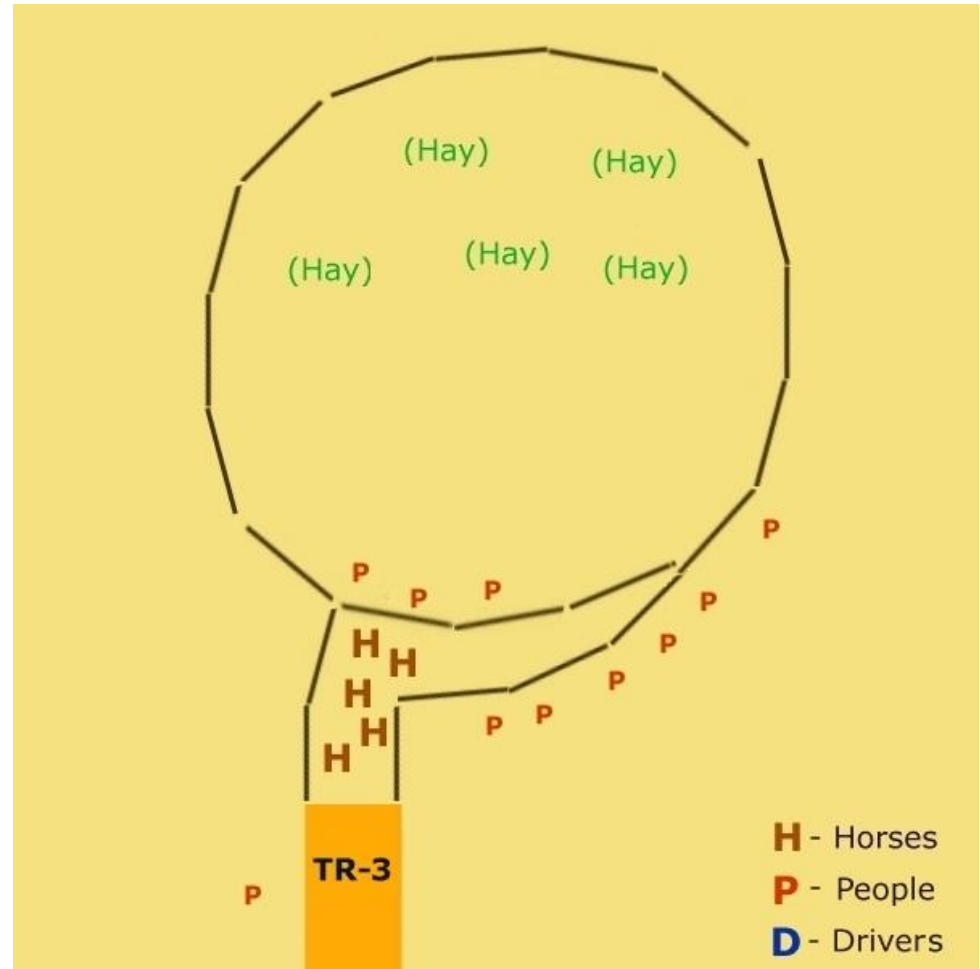
Responders should move to the opposite side of the corral from the chute. One or two drivers could encourage the horses to follow the arc of the corral and into the chute.



BASIC CONTAINMENT PRACTICES.

SNAIL CONFIGURATION.

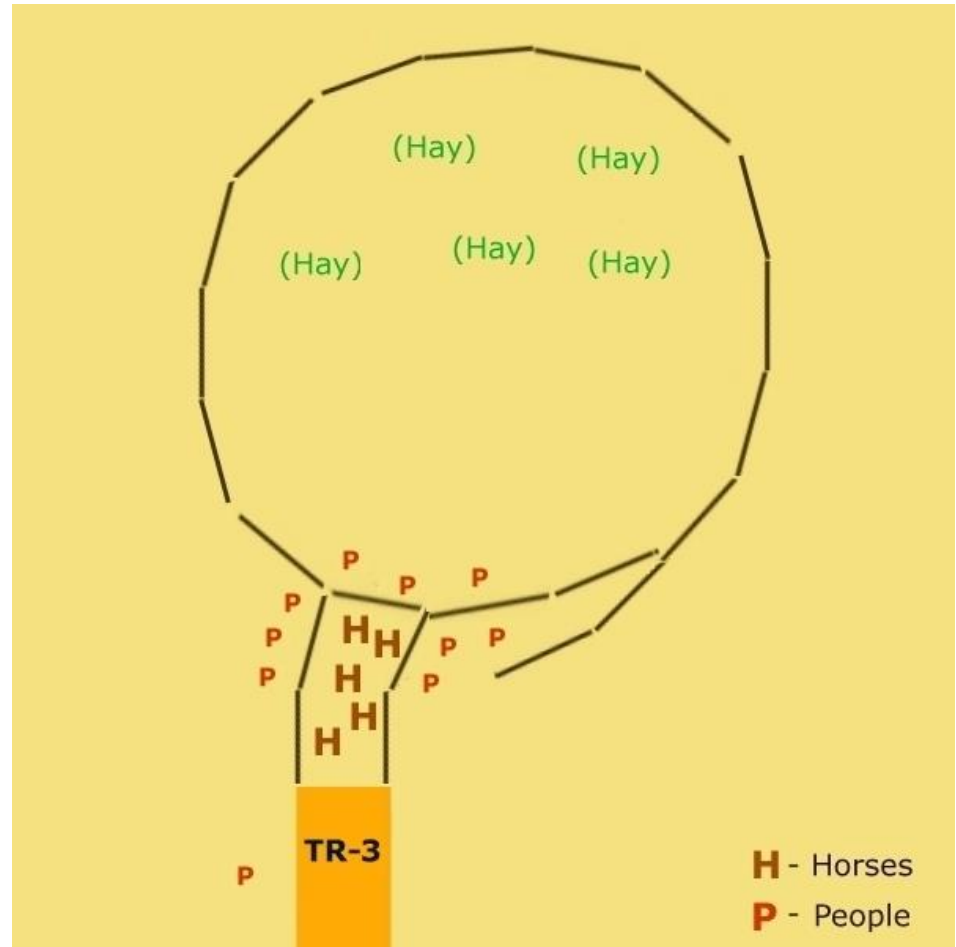
Responders could now follow the horses in order to encourage them to stay in the chute until it is secured.



BASIC CONTAINMENT PRACTICES.

SNAIL CONFIGURATION.

Responders can now passively surround the loading pocket to encourage the horses to enter the trailer.



WHAT IS THE HORSE'S DRIVE LINE?

The “drive line” is generally in line with the horse’s shoulder. It is a point in which pressure applied behind the drive line will generally generate forward movement, and pressure applied in front of the drive line will generally cause the horse to stop or yield away.



THE “DRAW”

Release of drive line pressure, typically by backing away, can often encourage a tame horse to turn in and approach the handler. From there contact can be made and the horse haltered.



Community involvement is important.



Entities training together is important.



It takes a trained, coordinated effort.
Prepare *BEFORE* disaster strikes.



The Incident Command System (ICS)

- ICS is a nationally standardized scalable system of commanding and managing incidents.
- The Incident Commander (IC) is ultimately in charge. In a single unit response the IC may be the unit leader. In a major event the IC may be in charge of a complex command structure.
- Larger incidents will be typically broken into Divisions (specific geographic areas) and Groups (assemblages of specialty resources not limited to operating in a specific geographic area.)
- In extreme events, an incident may be divided into Branches with each Branch managing various Divisions and Groups.
- Divisions are typically identified by letters, groups by function.

Organize into ICS compliant response components.



Check in, get some rest and wait for official assignments.

Chain of Command / Span of Control

- Chain of Command refers to a specific chain of authority that extends from the Incident Commander through predesignated functional ranks down to units operating in the field.
- One purpose for a structured chain of command involves Span of Control.
- Concept of Span of Control: No individual should have to supervise more than 5 to 7 people or units.
- An IC might supervise 5 to 7 Section Chiefs who in turn may each supervise 5 to 7 Divisions or groups, with each Division or Group each Division or Group having Supervisors for the units working in the field.
- This structure minimizes any one staff member from being overwhelmed.

Unity of Command

- Unity of Command basically means that you only work for (take orders from) one superior at a time.
- Units or personnel may be reassigned from one superior to another, however the original superior must first release them.
- In fast-breaking incidents a ranking member who is not an assigned superior may task an individual or unit to a new critical mission. In such an event, the individual's or unit's original superior must be notified that those resources originally assigned to him/her are being stripped from his/her command.
- It is important for both strategic planning and accountability that any deviations from original assignments be properly reported to the incident hierarchy.

The Strike Team System

- All resources operating in an emergency zone must be accounted for and operate in coordination with other emergency activities.
- Strike Teams allow responders to operate in organized and coordinated groups with a designated Strike Team Leader.
- Incident Command Staff will only need to give assignments and maintain accountability through Strike Team Leaders.
- Strike Team Leaders will direct and supervise the actions of the individual units within their Strike Teams.
- All Strike Teams will have common communications between the units.

A strike team of stock trailers forming up with an ACO as Strike Team Leader at the Little Valley fire.



Task Forces

- Task Forces typically involve a compliment of diverse resources assembled for a task or purpose.
- Task Forces operate utilizing the same principles as Strike Teams.
- A Task Force assembled for evacuation duties could include stock trailers for large animals, animal control trucks for smaller animals, and law enforcement or Search and Rescue for escort duties or scene control.
- Task Forces may be assembled for an entire incident, or be assembled at the incident for a specific mission or series of related missions.

A Task Force of three stock trailers and two animal control units with police escort at a satellite staging area.



Staging and Accountability

- Resources will remain under the control of a Communications dispatcher until “checked in” at an incident.
- Resources should stage in a designated area and wait for authorized assignments.
- Animal Rescue Staging can be in a designated space within an overall Incident Staging Area or animal rescue units could be assigned their own area.
- All resources (teams and individual units) must be formally accounted for as they enter and leave an incident, and when taking and completing assignments.
- Free-lancing is not an appropriate activity within an organized emergency event.

When arriving, utilize proper Staging and Accountability Protocols



Animal Rescue Resources at a major staging area.



If there is no Manager at the Staging Area:

- The senior member of the Animal Rescue Group (or his/her designate) should inventory all the resources that have arrived, check-in and account for all of the responders present (and associate them with their units,) and prepare an accountability report for Incident Command.
- In rapidly developing events, the Staging Area Manager for the Animal Rescue Group may be tasked by Incident Command to assign resources to various missions, and in doing so he/she will be responsible to maintain resource and responder accountability.

Appropriate communications capabilities are essential.



Communications Needs

- A link between the Strike Team Leader and superiors in the command structure.
 - VHF or UHF radio on authorized channel
- A link between the Strike Team Leader and all the units in the Strike Team (common communications.)
 - Citizen's Band or GMRS mobile
- A link between members operating on location in the field.
 - FRS handheld radios

Proper Transport Resources

- Proper exterior lamps and DOT reflective striping
- Sufficient low glare interior lighting
- Rear loading lights
- Annual safety inspections



Auxiliary amber stop and turn signal lamps are recommended on trailers where factory tail / stop / signal lamps are mounted low.



Specialized Resources May be Needed



The panel inventory carried on transport trailers may be insufficient for some incidents.

Panel Trailer

- Should be kept loaded for rapid deployment.
- Structural steel panels with drop pins for rapid set-up.



Specialized Resources, Continued

Water Supply Unit

- Water for relocated animals.
- Water to supply water-powered rescue tools.
- Can carry other specialized equipment.



Identification for Credentialed Vehicles

Credentialed vehicles should have standardized identification.



Numbers should be assigned to prevent confusion between units.

Only credentialed units staffed by authorized volunteers should be permitted to display such identification.



Roof Identification

It is important for firefighting aircraft to be able to identify resources on the ground and distinguish between active rescue teams and vehicles that are simply parked. This identification should be large enough to be read from the air.



Animal Rescue Group Supervisor

The Animal Rescue Group (ARG) Supervisor would be responsible for managing animal rescue resources and activities in the event an incident becomes so large that formation of an Animal Rescue Group is warranted.



Safety Officer

A Safety Officer should be formally designated for all but the simplest operations. However, everyone at a scene has safety responsibilities and can call for a stop in the action if warranted, especially if there is a disagreement as to how unsafe an operation may be.



Rehab Considerations

- Responders need rehab support, especially during extreme environmental conditions.



Recap

- Go in as a team, come out as a team and be accountable.
- ONE Person is in charge. (It's a rescue, not a committee.)
- Always designate a safety officer for all but the simplest jobs.
- Always first assess the scene and have an escape plan.
- Place a lookout if any potential hazard exists.

Recap, Continued

- Employ Work It or Leave It decision making.
 - If you have the proper resources for the mission, work it.
 - If you can complete the mission safely, work it.
 - If conditions are unsafe, leave it.
 - If persons at the scene present a safety hazard, leave it.
 - If the animals are not compliant and the operation will take excessive time needed to complete other evacuations, leave it.
- You don't own the problem. Use good judgment and focus your efforts where they can do the most good.

Recap, Continued

- Respond with sufficient resources.
 - It's better to underload than overload.
 - You may not be able to get out over some surfaces while fully loaded, especially during flood events.
 - Some animals may not be compatible in the same load.
- Be sure of your routes and road conditions.
 - Citizens won't always provide accurate intel.
 - Use a pilot car if available when operating off clearly suitable paved roadways.

Be part of the solution, not the problem



Citizen: “The county just rebuilt this cul-de-sac. It’s fine.”

Responder: “Dispatch a SAR vehicle with a winch to my location. The road is washed out.”



THE END

