

Transportation Security Planning in British Columbia  
David Morhart, Deputy Solicitor General

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# B.C.'s Unique Transportation Sector

- ◆ Canada's largest seaport: Port of Vancouver
- ◆ Cascade Gateway: 4 major border crossings within the GVRD
- ◆ One of the largest ferry systems in the world
- ◆ Canada's 2<sup>nd</sup> busiest airport and closest major West Coast airport to Asia
- ◆ Rapid growth in railway container traffic
- ◆ A dynamic cruise industry



# Transportation industry at risk?



- ◆ Recent transportation threats around the world
  - Terrorist and Natural Disaster
- ◆ B.C.'s Response:
  - Accelerated and substantive increase in security measures and programs
  - Enhancement of emergency response plans and critical infrastructure programs



# Increased transportation security



- ◆ Increased use of police and security services
  - TransLink: Greater Vancouver Transportation Authority Police Service (GVTAPS)
    - 100 sworn, trained and armed police officers
    - Full powers of provincial police and enforce *Criminal Code*



# Increased transportation security

- ◆ Enhanced threat advisory system
  - Transportation agencies are working closely with CSIS, IBET, INSET, PSEPC and PEP among others
- ◆ Enhancements to physical security
  - Closed circuit TV surveillance, perimeter fencing, and lighting
- ◆ Enhanced communications systems and tracking devices
- ◆ Enhanced screening of staff, passengers and cargo
- ◆ Increase in training exercises

# Enhancing security while maintaining economic prosperity



3 key areas:

- ◆ Hazard, risk and vulnerability assessments
- ◆ Protection of critical transportation infrastructure
- ◆ Response planning



# Hazard, risk and vulnerability assessment (HRVA)



- ◆ HRVAs help set priorities, direct efforts and focus funding.
- ◆ Partnerships between transportation sectors, law enforcement agencies, provincial and federal government, and local first responders.

# Hazard, risk and vulnerability assessment (cont'd)



- ◆ TransLink: security gap analysis & vulnerability assessment
  - Partnership with the RCMP, BC Ministry of Transportation, CSIS, INSET, and local first responders

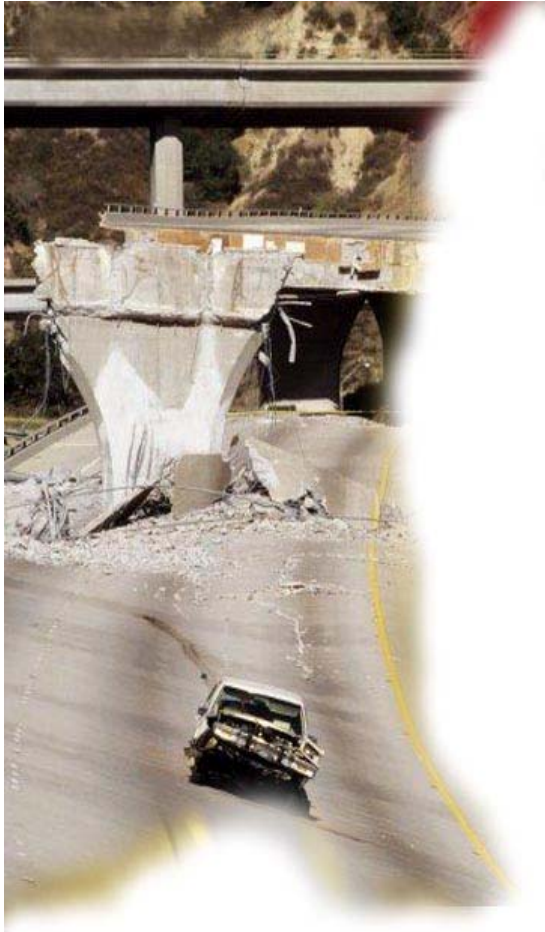


- ◆ BC Provincial Emergency Program has developed an interactive, user friendly HRVA tool recognized by the United Nations

[www.pep.bc.ca/hrva/toolkit.html](http://www.pep.bc.ca/hrva/toolkit.html)

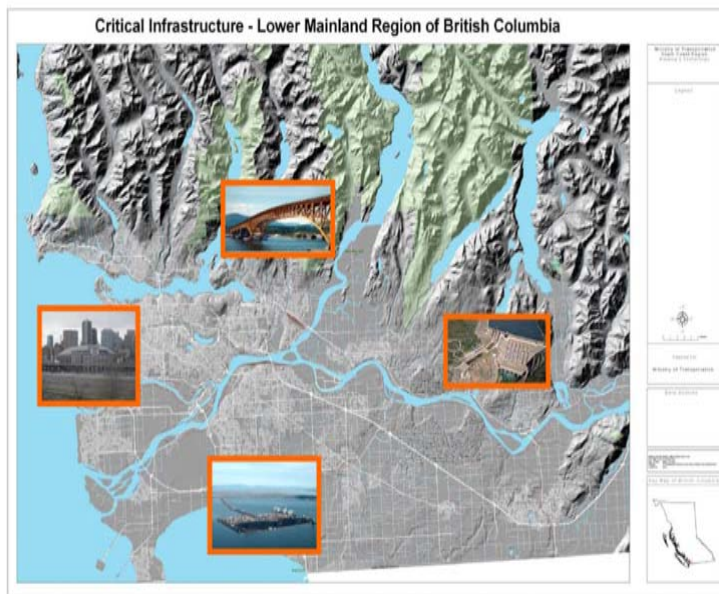


# Transportation Critical Infrastructure Protection



- ◆ Protection of essential transportation systems and networks that, if disrupted or destroyed, would have a serious impact on the well being of the people in the region
- ◆ Joint Emergency Liaison Committee (JELC) CI Protection Project
  - Partnership between all levels of government, and private sector
  - Co-chaired by City of Vancouver Manager and DSG

# Transportation Critical Infrastructure Protection (cont'd)



- ◆ JELC is identifying dependencies, inter-dependencies and co-located critical infrastructure
- ◆ Working formula: protecting sensitive information related to stakeholders' CI while enabling them to contribute
- ◆ BC Ministry of Transportation is examining options to increase their role and focus on transportation security

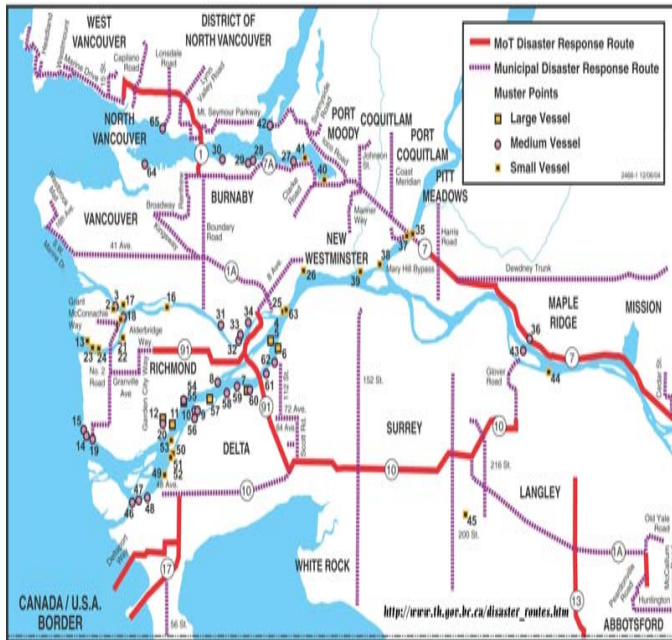
# Response Planning: Disaster Response Routes (DRRs)



- ◆ DRRs: designated routes for the rapid deployment of responders & resources into an emergency area
- ◆ Multi-modal movement of resources using air, road, marine and rail
- ◆ 55 nodes (locations where modes converge) could be activated in the region

# Response Planning: DRRs (cont'd)

Lower Mainland-Disaster Response Route Network



- ◆ 1<sup>st</sup> phase of project: identify routes – Complete
- ◆ 2<sup>nd</sup> phase: outreach to stakeholders to operationalize routes.
- ◆ Multi-modal functional exercise being planned
- ◆ Interactive layered map being developed



# Benefits of Multi-Modal DRRs



- ◆ Promotes collaboration among stakeholders
- ◆ Enables the quickest possible reinstatement of traffic
- ◆ Enhances public confidence in emergency response
- ◆ Enhances business continuity
- ◆ Benefits the regional economy by expediting recovery

# Conclusion

- ◆ Cooperative and integrated approach to security and public safety is key to maintaining economic prosperity
- ◆ All levels of government, law enforcement agencies and private sector working together to achieve enhanced security
- ◆ Continued cooperation essential to the success of the various initiatives BC is undertaking