

## **CHAPTER 6:**

## **DEMOBILIZATION**

### **Highlights of this chapter:**

- DEMOBILIZATION PLAN
- EQUIPMENT CHECK-IN AND RELOADING
- CRITICAL INCIDENT STRESS MANAGEMENT
- TRANSPORTATION PLAN

## **CHAPTER 6:**

## **DEMOBILIZATION**

### **DE-MOBILIZATION PLAN**

The Planning Section Chief shall develop a de mobilization plan for all OR-TF1 resources.

### **EQUIPMENT CHECK-IN AND RELOADING**

The intent of this section is to detail responsibilities for reloading equipment and final inventory standards for post-deployment.

The Oregon US&R task force system relies on the availability and readiness of appropriate tools and equipment to support state disaster rescue operations. The task force Logistics Manager position has primary responsibility for property accountability and resource tracking during the mobilization, mission operation, and demobilization phases. This position tracks, distributes, maintains, and accounts for all tools and equipment for the task force. It is the Logistics Manager's responsibility to account for all equipment used in the deployment.

Additionally, it is that position's responsibility to make arrangements to repair and replace damaged or worn equipment. The status of the final inventory, including repairs and replacement needs shall be forwarded to the TFL.

The US&R task force is expected to return to its initial state of readiness within 12 hours after the return to the POD, at the conclusion of a mission. This is to ensure the optimal readiness of the Oregon US&R Taskforce System soon after a disaster response has been concluded.

The only exception would be if specialized equipment were being repaired or replaced by the distributor within this time frame. It is the Logistics Managers responsibility to make sure the trailer and equipment are back to a pre-deployment status. It is the TFL's responsibility to make sure that the Logistics Officer has sufficient manpower to accomplish the check-in and reloading process.

### **CRITICAL INCIDENT STRESS MANAGEMENT (CISM) CONSIDERATIONS**

Team members may come under great stress due to the extraordinary demands placed on them while being deployed on a mission. It is generally considered to be in the personalities of rescue personnel to deal with the stress of a difficult rescue situation. This trait makes it critical that Critical Incident Stress Management be actively considered by the TFL and the OR-TF1 Safety Officer (OR-TF1 SO).

Critical Incident Stress Management for team members prior to demobilization will be a primary consideration in de-mobilization plan. Task Force members shall participate in an informal defusing as part the pre de-mob debriefing. This responsibility activity will be assigned to the TFL and OR US&R SO. Formal CISM debriefing if required will be conducted by qualified individuals after the Task Force members have returned home.

Under the direction of the TFL, the OR-TF1 SO is charged with planning a critical incident stress debriefing session after the return from team deployment. All personnel that deployed as well as team members that stayed home shall be allowed to attend. It is up to the judgment of the OR-TF1 SO and

TFL, when a debriefing session shall be held. The OR-TF1 SO should also consider that some personnel could require follow up treatment.

**TRANSPORTATION PLAN TO POD**

The Logistics Manager will consult with the TFL prior to release of the Task Force to return to the POD and will confirm task force demobilization or reassignment. The Logistics Manager will contact ODOT or a contract carrier to transport the equipment cache to the home jurisdiction. The ODOT duty officer will also arrange for personnel transportation to the original POD if they have none. Whenever possible the task force will return together to the POD to ensure all personnel arrive safely, but if this is not possible, the task force shall remain in contact via radio or cell phone. The Logistics Manager shall maintain an accurate record of personnel and vehicles used for transportation. Departing personnel will check out with the OSFM IMT and record the departure from incident and arrival at the POD on their time card.