



## **4<sup>th</sup> Annual EPICC Seminar “What is the Secret Ingredient to making a BCP a success?”**

Last month, EPICC held its 4<sup>th</sup> annual Seminar in Victoria. The seminar was held on September 19<sup>th</sup> at the Dunsmuir Lodge, in conjunction with *Business Continuity Awareness Week*. The theme for the seminar was “What is the secret ingredient to making a BCP a success?”

Anyone who attended the seminar would know how well it was received. The food was delicious and the speakers were great!

Sean Lawson, managing partner of LincGroup, started out the seminar with an upbeat and powerful presentation on “Reading between the lines of the BCM Professional Practices.” The attendees thought he did a great job and thoroughly enjoyed his talk.

Michael Carter, Director of Quantivate LLC, gave us the three necessary ingredients to a successful Business Continuity Program: the right people, the right processes and the right tools.

To complete the morning, we were able to listen to Cam Filmer, Executive Director of the Provincial Emergency Program (PEP), tell us about the fire which broke out in the PEP Building, and forced them to use their Business Continuity Plan in “Real Time.”

After lunch, Humyra Sabir, Business Continuity Manager from the Alberta Emergency Management Agency, went through the steps they’ve taken in Alberta to create a successful Business Continuity Plan. And the day ended with a “Speakers Bureau” which focused on “Emergency Communications in Large Metropolitan Areas”.

The speakers who spoke to this issue were:

- Hy Freedman, Esquimalt Councillor, CREST, Capital Region Emergency Service Telecommunications;
- Ken Shymanski, President & CEO, E-Comm, Emergency Communications for Southwest BC; and
- Jim Whyte, Manager, Provincial Emergency Management, Emergency Management BC.

They were able to guide the many participants from both the public and private sector, including small and large businesses, through the ensuing discussion and answer any questions.

The day educated, inspired and allowed all those who attended to network and gather information on how they can make their BCP a true success.

We had the largest number of attendees yet and we would like to thank all of them for supporting EPICC. EPICC would also like to thank Lisa Benini, Benini Consulting and member of EPICC’s Board of Director’s, for all of her efforts in organizing this event. Without her dedication and commitment to EPICC, this would have not been possible.

## Coming Soon!



### 21<sup>st</sup> Annual Emergency Preparedness Conference

November 25, 26, 27

Click here for registration details

[epconference@vancouver.ca](mailto:epconference@vancouver.ca)

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## Mark your calendars!

Plan for tomorrow, Today!



April 27- 29, Delta Hotel, Vancouver, BC

Registration is now open for the 2009  
EPIC Forum

Check out the EPIC webpage for more  
information on the Forum.

<http://www.epicforum.org/showcontent.aspx?MenuID=547>

## Current Opportunities!

Looking for a New Career in Emergency Management??

Check out these job postings

- City of Abbotsford-  
Emergency Advisor
  - BC Hydro-  
Emergency Preparedness Manager
  - Simon Fraser University-  
Emergency & Business Continuity  
Manager
- 

## Member News!

EPIC would like to Welcome

New Member

Mengo McCall

Canadian Springs

[www.canadiansprings.com](http://www.canadiansprings.com)



## An Article by Larry Pearce

Member of the EPICC Board of Directors



### Business Continuity ???

Laurie and I spent three weeks on a Panama Canal cruise and I thought that this overview might be of interest to our members as the following history of the Panama Canal, although not in the truest sense about business continuity, discusses how does a business plan deal with the death of over 20,000 employees due to Yellow Fever and Malaria? One company didn't manage it and went bankrupt – another did and prospered. As well, this article addresses the importance of looking to the future and having a vision of business opportunities.

### A man, a plan, a canal, Panama!

#### History of the Canal

Count Ferdinand de Lesseps was the architect/overseer of the construction of the Suez Canal circa 1869. After its successful completion he was hailed a hero and presented with many decorations by the government of France. In 1875 de Lesseps made his first public declaration of interest in an inter-oceanic sea to sea canal between the Atlantic and Pacific Oceans.

By the end of January 1881, the first group of French engineers of the private *Compagnie Universelle du Canal Interoceanique* arrived at Colon and the great task of construction of the Panama Canal commenced. In the years to follow, men and machinery poured into Panama to confront the geographical obstacles of the isthmus: the backbone of the continental divide at the Culebra Cut and the mighty Chagres River.

For eight years a valiant and determined effort was made on the building a canal. The climate, with its torrential rains, incessant heat and the mosquito borne fatal diseases, took their toll. In addition, financial mismanagement, stock failure and bad publicity eventually forced the failure of the company. The official end came on February 4th 1889. De Lesseps was disgraced and died in France in 1894. However, the equipment was preserved and some work was continued but was unsustainable. Then the United States of America purchased all equity from the French company for \$40 million and in 1904 took control and began construction.

Under the direction of the *Isthmian Canal Commission*, work progressed at a furious pace and after ten years of construction on a monumental scale, the canal was completed. The Canal was officially opened on August 15, 1914 and the American expenditures from 1904 to 1914 totalled \$352,000,000.

Together, the French and American expenditures totalled \$639,000,000. It took 34 years from the initial effort in 1880 to actually open the Canal in 1914 and it is



estimated that over 80,000 persons took part in the construction and that over 30,000 lives, both French and American, were lost.

The locks are 33.5 metres wide and 305 metres long. Rather than using sea water, the Canal uses fresh water which is taken from Gatun Lake. There are 40 pairs of mitre gates and two sets of locks of three levels each which provide two shipping lanes. The total length of the Canal is approximately 80 kilometres and takes approximately eight hours to traverse. Round-the-clock operations commenced in 1963 and today the average toll cost is \$55,000 (the lowest toll ever paid was 36 cents by Richard Halliburton, who swam the Canal in 1928 while our vessel, the Coral Princess, at 92,000 tons, paid a toll of \$245,000 dollars).

So what made the major difference in the US success? When the US became involved, the main administrator realized that before work could start he had to make sure that the employees were protected. Work by Dr. Gorgas, the Surgeon General of Army in Cuba had made him aware of the connection of mosquitoes and illness and thus he put in place a program to eradicate all standing

water, drain the ponds and swamps and issue mosquito netting.

Additionally, there were problems with the employees (once they started work in earnest) due to lack of recreational facilities and the high degree of drunkenness which resulted in many employees being sent home (along with their working experience). Development of proper housing, a gym, a soda fountain, a library, and other recreational facilities improved the working conditions dramatically. As the conditions improved, so did the staff.

On Dec 31 1999, Panama assumed full responsibility for the administration, operation, maintenance, preservation and improvement of the Panama Canal under the government sanctioned *Panama Canal Authority* (PAC) and spends \$150 million annually in preventive maintenance. The US is responsible for the security of the Canal.

The government of Panama in 2006 voted to expand the Canal by doubling its capacity and constructing a third set of locks. The third set of locks, combined with the existing locks, will allow up to 600 million tons to pass through the Canal. This project, which began in 2007, is estimated to cost \$5.25 billion and will take between seven and eight years to complete, but is scheduled to be finished in 2014, the centennial of the Canal.

*References provided the Panama Canal Authority.*

**EPICC News!**

We were experiencing some difficulties with our email last month. Unfortunately, we were unable to send out September's EPICCgram to our Membership. It has been posted on our Website. Please visit [www.epicc.org](http://www.epicc.org) and under NEWS you will find all of our recent newsletters.

For those of you, who attended the Victoria Seminar, the Speaker's Presentations are also available on the webpage.

If you have anything that you would like to include on the next EPICCgram, please let us know!  
Lesley Carew [info@epicc.org](mailto:info@epicc.org)

**EPICC**  
147 East 14<sup>th</sup> Street, 2<sup>nd</sup> Floor  
North Vancouver, BC V7L 2N4  
Ph: (604) 580-7373 Fax: (604) 985-3733  
Email: [info@epicc.org](mailto:info@epicc.org) Website: [www.epicc.org](http://www.epicc.org)

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