

Canada



United States



**Joint Marine Pollution Contingency Plan
Atlantic Geographic Annex**

CANUSLANT

A Plan for Response to
Harmful Substances Incidents
Along the Atlantic Border Between
Canada and the United States



Canadian Coast Guard
Maritimes Region
<http://www.ccg-gcc.gc.ca>



United States Coast Guard
First District
<http://www.uscg.mil/d1/response/jrt/>



**Joint Marine Pollution Contingency Plan
Atlantic Geographic Annex
(CANUSLANT)**

LETTER OF PROMULGATION

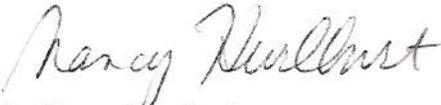
On May 22, 2003, the Director General for Marine Programs of the Canadian Coast Guard and the Assistant Commandant for Marine Safety, Security, and Environment Protection of the United States Coast Guard signed the revised Canada-United States Joint Marine Pollution Contingency Plan (JCP), superseding the 1986 revised JCP and any other agreement pursuant to the 1986 plan. The JCP provides for co-operative measures for dealing with accidental and unauthorized releases of pollutants that cause or may cause damage to the environment along the shared maritime boundary and that may constitute a threat to the public health, property, or welfare.

In accordance with the JCP, the responsibility for development of five geographic annexes for areas to which the JCP applies are assigned to the responsible Regional Directors, Canadian Coast Guard and District Commanders, United States Coast Guard. CANUSLANT is the annex that covers the Atlantic boundary between Canada and the United States, and is the joint responsibility of the Canadian Coast Guard Maritimes Region and the United States Coast Guard First District.

CANUSLANT is based upon the premise that the responsible party will take the lead role in response. The government will only direct response in accordance with applicable legislation if the responsible party's response is deemed inadequate to protect human health, safety, the environment, and/or property. The government's role will be in accordance with a tiered level response as additional resources and expertise is required. CANUSLANT does not supersede any statutory authorities held by either of the governments. CANUSLANT also recognizes the rights of U.S. Tribes and Canadian Aboriginal people and provides for their participation when their lands are threatened or impacted.

This annex will be reviewed on an annual basis by both parties and amended as required. This annex supersedes and replaces the 2004 edition. The Atlantic Geographic Annex is hereby approved for implementation.

For the Canadian Coast Guard


Ms. Nancy Hurlburt
Assistant Commissioner
Canadian Coast Guard, Maritimes
Date Signed: June 29/10

For the United States Coast Guard


RADM Daniel A. Neptun
Commander, First Coast Guard District
United States Coast Guard
Date Signed: 29 JUNE 2010

Revision Record

TRANSMITTAL NUMBER	DATE ISSUED	DATE ENTERED	ENTERED BY: Signature
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**CANADA - UNITED STATES
JOINT MARINE POLLUTION CONTINGENCY PLAN
ATLANTIC GEOGRAPHIC ANNEX**

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Section I. Purpose

1. CANUSLANT has been developed pursuant to the Canada-United States Joint Marine Pollution Contingency Plan (JCP), a cooperative “bridge” mechanism between the United States and Canada for preparedness and response in contiguous waters of interest to spills of harmful substances, as defined in Section 102.8 of the JCP. The JCP divides the common maritime boundary between the two countries into five regions. The responsible Regional Directors, Canadian Coast Guard and District Commanders, United States Coast Guard were tasked to develop detailed multilateral annex for the JCP for each region.
 - Atlantic – comprising those waters of and along the Bay of Fundy and the Gulf of Maine seaward to latitude 40° 27' 05"N, longitude 65° 41' 59"W, thence north along a bearing of 000° T to the Canadian shoreline.
 - Great Lakes – comprising the Great Lakes System as defined in the Great Lakes Water Quality Agreement.
 - Pacific – comprising those waters in the Juan de Fuca Region, including Boundary pass, Haro and Georgia Straits.
 - Beaufort Sea – comprising those waters off the Arctic Coast of Canada and the United States in the Beaufort Sea.
 - Dixon Entrance – comprising the waters of the Dixon Entrance off the Pacific Coasts of Canada and the United States.
2. This annex sets provisions for a coordinated and integrated response by the Canadian Coast Guard, Maritimes Region, and the United States Coast Guard, First District to harmful substance incidents which affect or threaten their respective areas of responsibility. It assists federal, state/provincial, local responders and Tribal/Aboriginal people to mitigate the effects of harmful substance incidents on human health and safety, environment, and property by providing for a coordinated and integrated response to harmful substance incidents on either side of the border.
3. CANUSLANT may be invoked when a harmful substance incident presents an imminent and substantial danger to public health or welfare, and poses potential danger to the environment on either side of the maritime international boundary. This annex specifies the process that would be used to activate national response systems on either side of the border, and to facilitate an effective joint response with federal/state/provincial, local, and Tribal/Aboriginal people.

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4. This plan identifies tiered response options for coordinating joint response efforts by the Canadian On-Scene Commander (OSC) and the United States On-Scene Coordinator (OSC), up to and including the creation of a Joint Command Post in support of a cross border response.

5. The Primary Objectives of CANUSLANT are to:
 - provide a joint cross-border mechanism between Canada and the U.S. to ensure an effective coordinated response to cross border spills;

 - establish a Canada-United States Joint Response Team (JRT) for the Atlantic Region under co-leadership of CCG and USCG;

 - when necessary set up a joint Canada-US Joint Command Post;

 - ensure timely and accurate notification of cross border incidents to federal, state/provincial, Tribal/Aboriginal people and local authorities;

 - ensure timely and accurate flow of information between responders in both countries;

 - facilitate safe and timely cross-border movement of personnel, equipment and supplies;

 - ensure coordinated and timely flow of information to the public and media; and complement the Canada – United States Joint Inland Pollution Contingency Plan, July 1994, and its CANUSEAST operational supplement. See Section II.1.

 - CANUSLANT may also be used to obtain cross-border assistance (mutual aid) when only one country is affected within the contiguous waters, if the incident is of sufficient magnitude to require assistance from the other country as provided for in Section 801.2 of the JCP.

Section II. Area of Coverage

1. This supplement applies to the contiguous waters in the Atlantic Region as defined in JCP Section 104.1. The Atlantic contiguous waters are defined in this section as those waters of and along the Bay of Fundy and the Gulf of Maine seaward to Latitude 40° 27' 05" N, Longitude 65° 41' 59" W (the outermost point of the Hague line defining the U.S./Canada Atlantic ocean boundary), thence north along a bearing of 000° T to the Canadian shoreline, as shown in **Figure 1**. The inland boundary of the CANUSLANT plan is the International Bridge (45°11'31"N, 67°17'01"W), connecting Calais, Maine and St. Stephen, New Brunswick. The international inland boundary upstream of this point is covered by the Joint Inland Pollution Contingency Plan and the CANUSEAST supplement (for more information refer to. <http://www.ns.ec.gc.ca/emergencies/canuseast.pdf>).

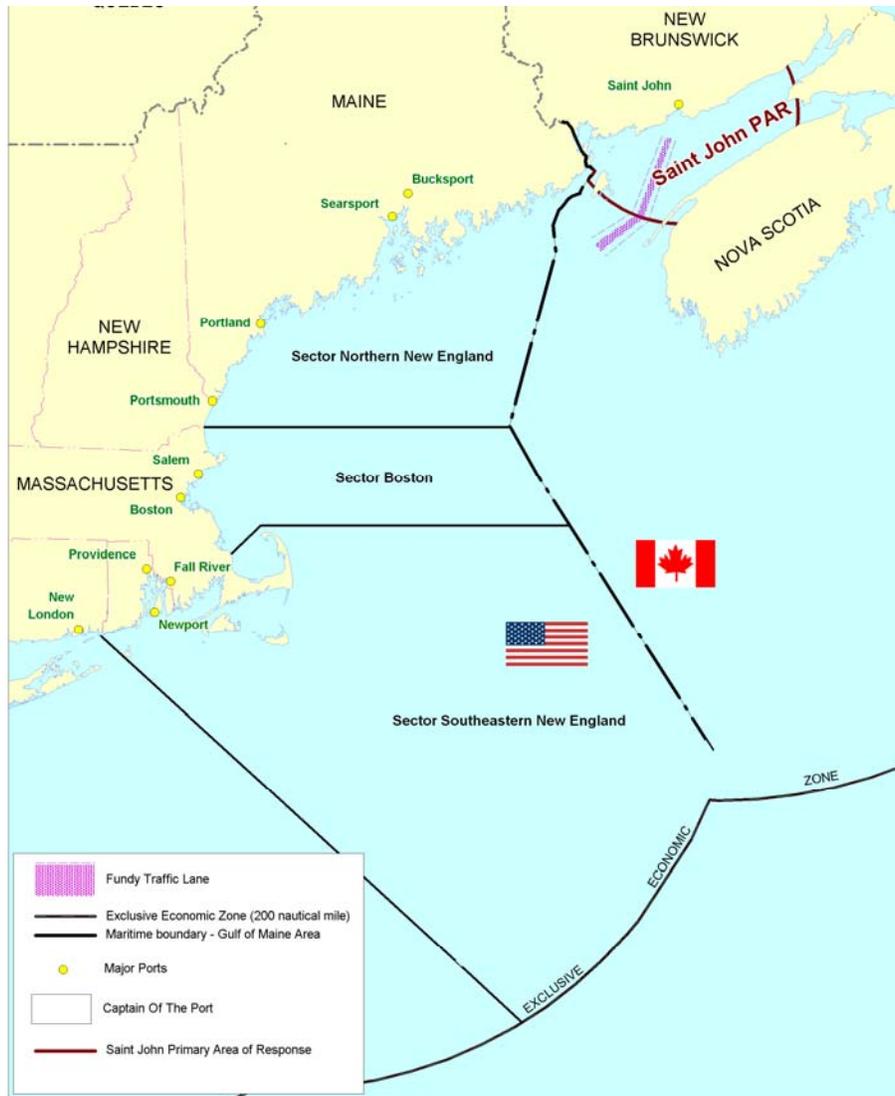


Figure 1 – Chartlet of area covered by JCP/Atlantic Geographic Annex

Section III. Responsibility

1. Authority for Response:

1.1. Canadian Coast Guard Authority:

- 1.1.1 **Canadian On-Scene Commanders**: Canadian On-Scene Commanders (OSC) are designated by the Regional Directors. The authority for the OSC is given pursuant to section 174.1(1) under Part 8 of the Canada Shipping Act. The Act states: “The Minister of Fisheries and Oceans may designate any persons or classes of pollution response officers in respect of discharges or threats of discharges and may limit in any manner that he or she considers appropriate the powers that the officers may exercise under this Part.” In this case PRO’s are limited to staff of Canadian Coast Guard Environmental Response See JCP section 102.1.
- 1.1.2 **Designation of Federal Monitoring Officer**: Customarily, the Response Operations Supervisor will be designated by the CCG to serve as the Canadian Federal Monitoring Officer (FMO) for major pollution incidents affecting the Canadian Maritimes Region. However, when CANUSLANT is activated the Canadian Coast Guard will assume the role of an On-Scene-Commander. Refer to [CCG Marine Spill Contingency Plan, National Chapter, Section 5](#) and the CCG National Preparedness and Response Policy, Section 11.1.3
- 1.1.3 **Director, Maritime Services**: The Director, Maritime Services, Canadian Coast Guard Maritimes, provides support and assistance to the OSC while serving as co-chair for the JRT.

1.2 United States Coast Guard Authority:

- 1.2.1 **FOSC Authority**: The authority for the United States Federal On-Scene Coordinator is listed under 40 CFR 300.120(a)(1) (The National Oil and Hazardous Substances Pollution Contingency Plan): "The USCG shall provide OSCs for oil discharges, including discharges from facilities and vessels under the jurisdiction of another federal agency, within or threatening the coastal zone. The USCG shall also provide OSCs for the removal of releases of hazardous substances, pollutants, or contaminants into or threatening the coastal zone." See JCP section 102.17.
- 1.2.2 **Sector Northern New England / COTP Northern New England Zone**: Commander, Sector Northern New England in the capacity of Captain of the Port (COTP) Northern New England has been designated by the USCG as the pre-designated Federal On-Scene Coordinator for the COTP Northern New England zone as identified in 33 CFR 3.05-15. The southern, seaward U.S./Canada boundary also intersects the COTP Boston and COTP Southeastern New England zones, also defined at 33 CFR 3.05. Because the highest likelihood for joint

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response operations involves COTP Northern New England, CANUSLANT planning and exercises focus on this area.

- 1.2.3 **First USCG District (dr)**: The First Coast Guard District Response Division’s Incident Management Chief provides support and assistance to the FOOSC, while serving as a co-chair for the Joint Response Team (JRT), and as the co-chair for the U.S. Region Response Team I (Co-chaired with U.S. EPA Region I).
2. **Joint Response Authority**: The Canada-United States Joint Marine Pollution Contingency Plan (JCP), provides a cooperative “bridge” mechanism between the domestic harmful substance response authorities of the United States and Canadian Coast Guards to ensure these authorities are well coordinated in a cross border incident to maximize response effectiveness. The JCP requires joint preparedness and response efforts by the two Coast Guards within the Atlantic region, and is the basis for this Annex.
- 2.1 **Activation Authority**: Whenever a harmful substance incident occurs in the contiguous waters, consideration by the On-scene Commander/Coordinator, CCG Regional Director Maritime Services or USCG District Commander will be given to activating the JCP and its Atlantic Geographic Annex (CANUSLANT), and the Joint Response Team (JRT).
- 2.2 **Response Area**: The JCP applies to contiguous waters. The Atlantic contiguous waters are defined as those waters of and along the Bay of Fundy and the Gulf of Maine seaward to latitude 40° 27’ 05” N, longitude 65° 41’ 59”W, thence north along a bearing of 000° T to the Canadian shoreline (this line provides an eastern boundary to the contiguous waters, running from southeastern most point of the U.S./Canada Hague Line boundary to the southwest tip of Nova Scotia just west of Cape Sable Island).
- 2.3 **Harmful Substance Incidents**: The JCP provides for coordinated response to “Harmful Substance Incidents,” a broadly defined term that encompasses much of the domestic pollution response authority held by the two Coast Guards, excluding radiological substances, as stated in Section 103.6 of the JCP. The sections that address this from JCP are as follows:
- “102.8. Harmful Substance: Subject to Canadian or United States national laws or regulations, means any substance which, if introduced into marine or fresh waters is liable to create hazards to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the waters, and includes but is not limited to substances subject to control by the *International Convention for the Prevention of Pollution from Ships, 1973 as amended by the Protocol of 1978*, and those substances designated as a Hazardous Polluting Substance pursuant to Appendix 1 to Annex 10 of the *Great Lakes Water Quality Agreement of 1978*, as amended by Protocol signed November 18, 1987 and subject to control by the *International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea*, when the latter comes into effect, the *Federal Water Pollution Control Act of 1972* as amended, the *Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)* as amended and the *Oil*

Pollution Act (OPA) of 1990, as amended.”

“102.9. Harmful Substance Incident: A discharge, or an imminent threat of discharge of a harmful substance, as defined in paragraph 102.8.”

“103.6. The JCP does not apply to radiological incidents. Such incidents are covered by the Canada/United States Joint Radiological Emergency Response Plan.”

3. Responsibilities:

3.1 **The Canadian Coast Guard**: Responsibilities of the CCG for responding to a spill or release of oil or hazardous substance are set out in The Canada Shipping Act. The CCG is the lead agency for spills from ships in Canadian contiguous waters, mystery spills and for spills from any source originating in foreign waters where it crosses into Canadian contiguous waters. The CCG Marine Spill Contingency Plan, National Chapter sets out CCG duties and response procedures. In an incident the following contingency plans apply:

- [Canada – United States Joint Marine Pollution Contingency Plan](#)
- [CCG Marine Spill Contingency Plan – National Contingency Chapter](#)
- CCG Marine Spill Contingency Plan – Maritime Regional Chapter
- CCG Marine Spill Contingency Plan – New Brunswick Area Chapter
- Community Emergency Response Resource Guide for [Deer Island](#), [Western Charlotte County](#), [Eastern Charlotte County](#), [Grand Manan](#), [Campobello Island](#), and [St. Martins](#)

3.2 **The United States Coast Guard**: Responsibilities of the USCG for responding to a spill or release of oil or hazardous substances are set out in the Clean Water Act as amended by the Oil Pollution Act of 1990 (OPA 90), the Comprehensive Environmental Response Compensation and Liability Act (CERCLA), as amended and the National Oil and Hazardous Substances Pollution Contingency Plan (NCP). Under OPA 90, the President is required to direct the response to spills that present a substantial threat to the public health or welfare of the United States. The responsibility for spills in the coastal zone has been delegated to the USCG. The NCP states that for discharges of oil or releases of hazardous substances the USCG Federal On-Scene Coordinator (FOSC) directs response efforts and coordinates all other efforts. The FOSC may designate capable persons from federal, state, tribal or local agencies to act as their on-scene representatives. The following contingency plans apply:

- [United States National Oil and Hazardous Substances Pollution Contingency Plan \(NCP\) \(Codified in regulation 40 CFR 300\)](#)
- [U.S. National Response Framework \(NRF\)](#)
- [Canada-United States Joint Marine Pollution Contingency Plan](#)
- [Canada-United States Joint Inland Pollution Contingency Plan](#)
- [Region I Regional Contingency Plan \(RCP\)](#)
- First Coast Guard District Contingency Response Plan (OPLAN 9710-0706)
- [Maine – New Hampshire Area Contingency Plan \(ACP\)](#)

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- [Plymouth to Salisbury, MA Area Contingency Plan \(ACP\)](#)
- Downeast Maine Geographic Response Plan to ME-NH ACP
- Local plans developed by Local Emergency Planning Committees (LEPCs)

3.3 **Polluter / Responsible Party (RP)**: It is always intended that the polluter or Responsible Party (RP) will take full responsibility, both operationally and financially, for the response to a spill. The national laws and regulations of each country require some industries that handle harmful substances to prepare response plans that will guide initial polluter/RP efforts. The cognizant Government agencies will oversee the response, and if the response is inadequate in protecting human health, property, and the environment, then appropriate government authorities will direct the response operations in accordance with applicable legislation of the Party / Parties exercising jurisdiction.

4. **Plan and Exercise Authority**: Authority for maintenance of the operational supplement, its revision, and planning of joint exercises will be in:

Superintendent, Environmental
Response
Deputy Commissioner
Canadian Coast Guard - Maritimes
P.O. Box 1035
Dartmouth, N.S.
B2Y 1J3
(902) 426-3907 (fax 426-4312)
<http://www.ccg-gcc.gc.ca>

Commander (drm)
First Coast Guard District
408 Atlantic Avenue
Boston, MA 02110-3350
(617) 223-8434 (fax 223-8471)
www.uscg.mil/d1/response/jrt/

Section IV. Plan Review and Update

1. **Plan Updates**: The CCG and the USCG members of the Joint Response Team (JRT) will review this plan in association with the exercise program and actual incidents, and incorporate lessons learned into this Annex from time to time per guidance contained in JCP Section 302.4.
2. **Distribution**: The CCG and the USCG will jointly distribute agreed upon amendments to this plan to the JRT and OSCs.
3. **Revision Record**: Upon receiving a plan change, follow the transmittal instructions and enter the record of the change on the revision record, located on page iii.
4. **Revision Requests**: All requests or suggestions for revision to this annex should be forwarded to the the Regional Director Maritime Services, Canadian Coast Guard - Maritimes and the Commander, First U.S. Coast Guard District at the address listed for each in Section III of this annex as appropriate.

Section V. Pattern of Response

1. CANUSLANT Activation for cross border incidents:

- 1.1 **Activation Authority:** Whenever a harmful substance incident occurs in the contiguous waters, consideration by the On-scene Commander/Coordinator, CCG Regional Director Maritime Services or USCG First District Commander will be given to activating the JCP and its Atlantic Geographic Annex (CANUSLANT), and the Joint Response Team (JRT).
- 1.2 **CANUSLANT Justification:** The following circumstances justify the activation of CANUSLANT:
- When a high likelihood exists for cross border impact from pollution.
 - When actions or inaction on one side of the border may result in impacts to the shores or waters of the other country.
 - When the magnitude of the incident is such that the timely availability of resources to the federal/state/provincial, Tribal/Aboriginal, or local level results in a request for assistance.
 - Mutual Aid- JCP 801.2
- 1.3 **Activation Method and Notifications:** Figure 2 depicts the process of effecting notification, activating the plan, dispensing resources based on the risk level (i.e. likelihood) for cross border impact from pollution and appropriate actions based on the level of risk.

CANUSLANT can be verbally activated (and deactivated) by the On-Scene Commander/On-Scene Coordinator. When the decision is made to activate CANUSLANT, the JRT Co-chairs will notify JRT members, and unified command members. Whenever practical, every effort will be made to communicate and reach consensus with the relevant state/provincial governments and Tribal/First Nation authorities prior to invoking CANUSLANT.

It is suggested that a written confirmation of the decision to activate CANUSLANT including date, time, name and contact number of the requesting party, and a summary of the situation will be generated by the originating party and relayed to the other party as soon as practicable. It is the joint responsibility of the JRT Co-chairs to ensure that the members of other appropriate agencies are informed that CANUSLANT has been activated.

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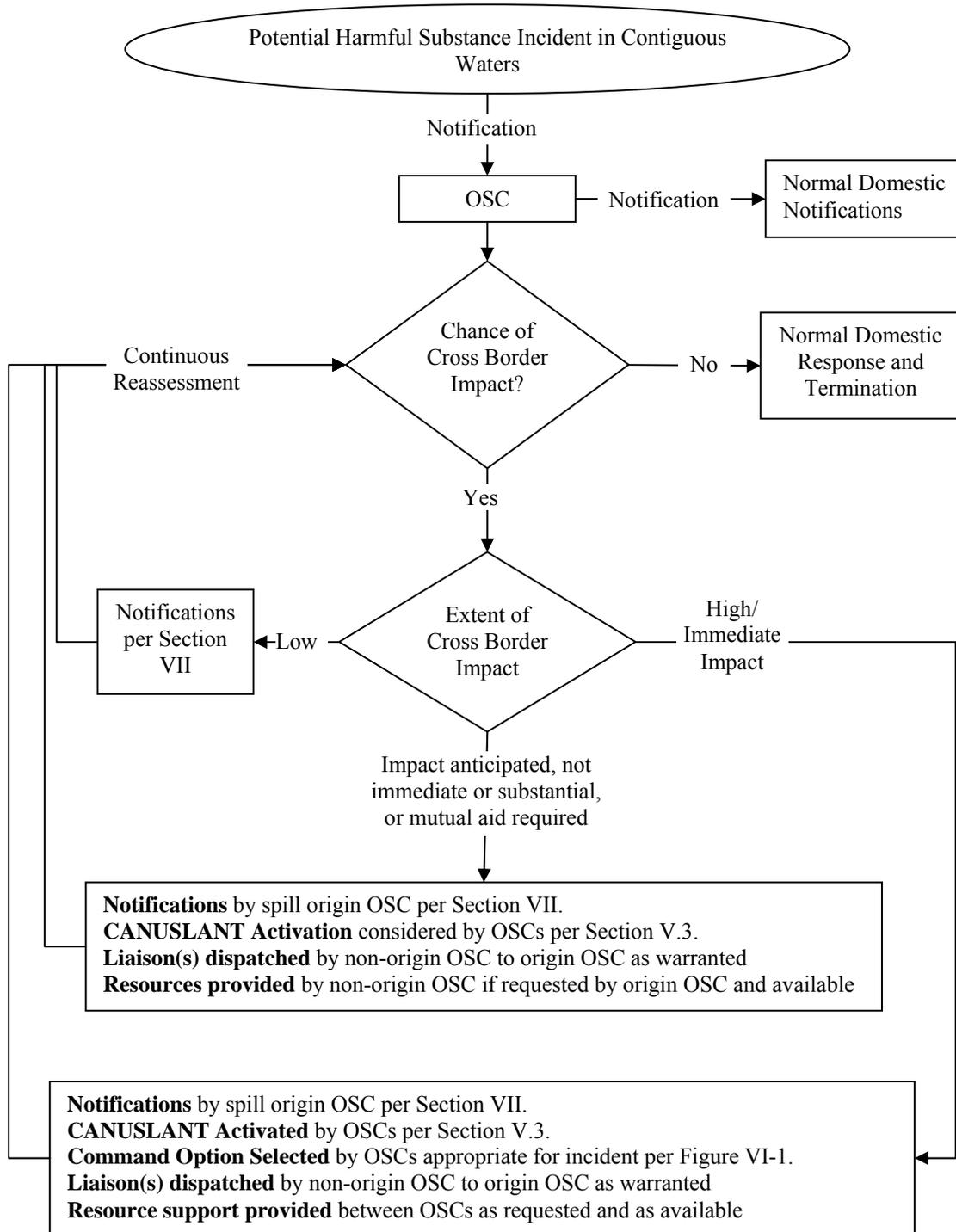


Figure 2 - Notification, CANUSLANT Activation and Coordination of Response flowchart

Section VI. Organizational Structure

1. Command and Control Systems:

- 1.1 **Canadian Response Management System:** The Response Management System (RMS) will be used to manage response operations within Canadian territorial waters. The RMS system uses concepts from ICS combined with Canadian specific documents in order to manage an incident.
- 1.2 **U.S. Incident Command System:** The United States National Incident Management System-Incident Command System (NIMS-ICS) will be used to manage response activities within the United States.
- 1.3 **Appropriate System for single Joint Incident Command Post.** Under a joint ICP, the appropriate management system will be selected given the spill source and preponderance of impacts.

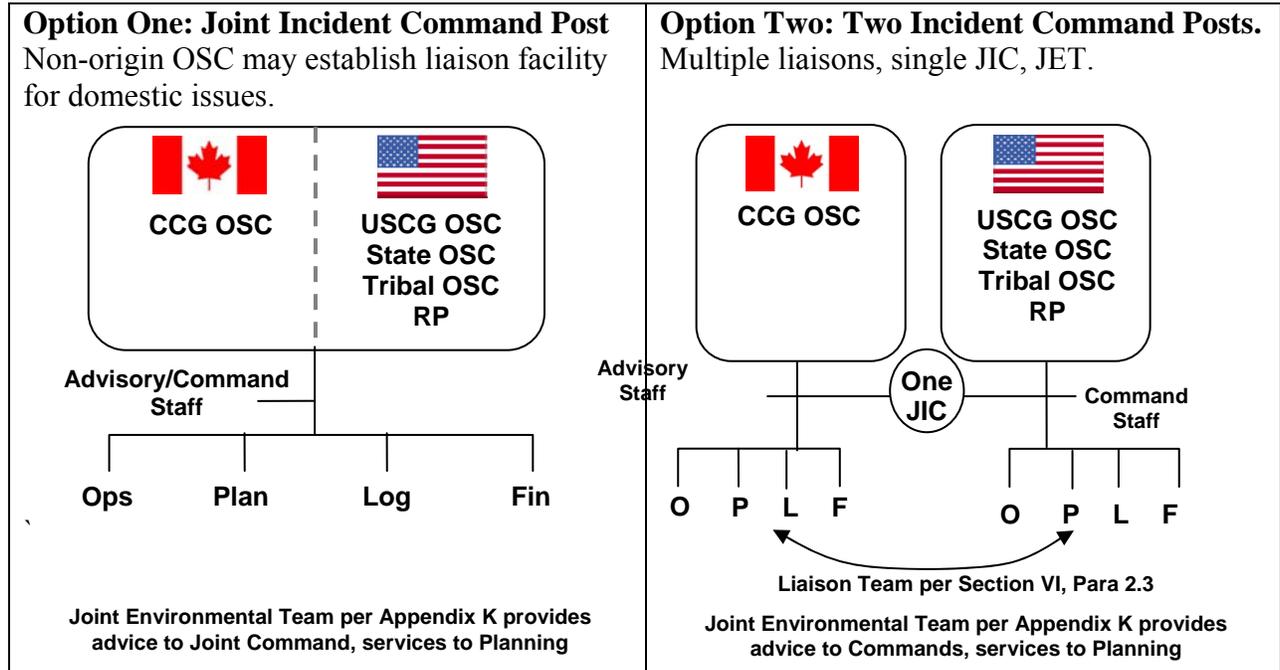
2. Command Posts:

- 2.1 **Single Incident Command Post:** A single incident command post is appropriate when rendering mutual aid or when cross-border impacts are distant in time and/or space. A liaison for the country providing mutual assistance will be established as appropriate.
- 2.2 **Single Joint Incident Command Post organization:** Forging a single joint Incident Command Post (ICP) is the best approach to an effective response when there is a significant need to coordinate unified objectives, such as during source control, salvage, or major on-water removal efforts. This also allows for the most efficient operation for the polluter/responsible party's management team, where the first responsibility for cleanup rests in each country. The joint Incident Command Post and justifications are shown in Figure 3.
- 2.3 **Two Command Posts with multiple liaisons.** An alternative to a Joint Incident Command Post is a well synchronized two command concept with multiple liaisons, which allows each nation to work under a set of coordinated objectives but within their familiar domestic response system.
 - 2.3.1 **Recommended Liaison Positions for two command posts.** If a two command-post response is established, multiple liaisons should be dispatched in each direction, commensurate with the scale of the response. Potential positions for cross-border liaisons are as follows:
 - Safety Officer
 - Liaison Officer
 - Operations Section
 - Planning Section
 - Logistics Section
 - Communications Unit Leader

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- Public Information Officer (at single Joint Information Center)
 - Environmental Unit (at single Joint Environmental Team)
3. **Decisionmaking:** A coordinated response under all systems and command post setups will be made by consensus at the Command level whenever possible. If not possible, each Command (Unified Command in the United States, single On-Scene Commander in Canada) may make decisions within their own country, or refer issues for resolution as described in Annex XI.

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Factors influencing One Joint Command Post vs Two Command Posts.

<p>Reasons to utilize option 1:</p> <ul style="list-style-type: none"> • There is a significant need to coordinate unified objectives; • There is a significant need for source control and on water removal; • There is a significant need to coordinate salvage and dispersant use; • There exist time constraints on priority setting/decision making/communications; • There is a significant need for Joint Information and Joint Environmental Reps to be together • A facility exists and is capable to host a single ICP; • There is insufficient number of personnel to establish an effective 2 ICP response; • There is a significant need to consolidate expertise; and/or • The Responsible Party response is more cohesive in a single ICP construct. 	<p>Reasons to utilize option 2:</p> <ul style="list-style-type: none"> • The interpersonal relations and work/trust relations are strong; • There is a political need for an ICP in each country (local representation/voice) as well as a need to work within political framework; • There is a significant need to accommodate or provide access to State, Province, local and other stake holders; • The incident has evolved to a project stage, with limited cross-border effects of each country's domestic actions (e.g., shoreline cleanup); • There are enough resources, personnel, and liaisons to mesh response systems in 2 ICPs; • Broadens the base of logistical support in a border area with limited infrastructure; • There is a significant need to expedite labor and/or mitigate need for work visas; • The incident is small and doesn't require a joint ICP (i.e. only requires shoreline response); • Telecommunication services insufficient for effective single ICP; and/or
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	<ul style="list-style-type: none">• There is a need to limit the involvement associated with cross border actions (Customs, Immigration, and State Departments).
<p>NOTE: OSCs may adjust command organizations to meet the needs of the incident. For example, an incident may begin with a Joint Command to address unified objectives and tactics influencing both countries, but later evolve to two commands as issues become more domestic in nature.</p>	

Figure 3 – Incident Command Post Options

4. **Canada:** Primary government representatives to the Response Management System and their support staff and resources are as follows:

4.1 **Canada, On-Scene Commanders:**

4.1.1 On-Scene Commander

Superintendent Environmental Response
Canadian Coast Guard Maritimes
PO Box 1000, Dartmouth, NS B2Y 3Z8
Phone (24 hours): (902) 426-6030, Phone (0800 - 1600) (902) 426-3699
Fax: (902) 426-9753
Cell: 902-497-0065

4.1.2 Alternate On-Scene Commanders

Senior Response Officer
Canadian Coast Guard - Saint John
PO Box 700, Station “A”, Saint John, NB, E2L 4B3
Phone: (506) 636-4714/6
Fax: 636-4719
Cell: 636-0287

4.1.3 Director Maritime Services

Canadian Coast Guard Maritimes
PO Box 1000, Dartmouth, NS B2Y 3Z8
Phone: 902 426-9022

4.2 **Canada, Critical Personnel:**

4.2.1 Manager

Environmental Emergencies Section - Environment Canada
15th Floor, Queens Square, 45 Alderney Drive, Dartmouth, NS, B2Y 2N6
Phone: (902) 426-2576, 426-6200 (24-hour)
Fax: 426-9709

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4.2.2 Regional Director - Marine Safety
14th Floor, Queens Square; 45 Alderney Drive, Dartmouth, NS, B2Y 2N6
Phone: (902) 426-2060
Fax: (902) 426-9049

4.3 **Canada, Government Resources (available to OSC):**

1. Canada/United States Joint Response Team Member Agencies
2. Canadian Coast Guard
3. Department of Fisheries and Oceans
4. Transport Canada
5. Environment Canada
6. Canada Customs and Revenue Agency - Border Services/Trade Administration
7. Public Safety Canada
8. Department of National Defence (Maritime Command) Headquarters
9. New Brunswick Department of Environment and Local Government
10. New Brunswick Emergency Measures Organization
11. Nova Scotia Department of Environment and Labour
12. Nova Scotia Emergency Measures Organization
13. Resources of other states/provinces may be available to the Province of New Brunswick under the IEMAMOU summarized in Appendix M.

5. **United States:** Primary government representatives to the Incident Command System and their support staff and resources are as follows.

5.1 **United States, On-Scene Coordinators:**

5.1.1 Federal On-Scene Coordinator:

Commander, USCG Sector Northern New England, Portland, Maine.

Phone 207-767-0320 (24 hours: -0302); Fax: 207-767-0395.

Mailing Address: U.S. Coast Guard Sector Northern New England

259 High Street

South Portland, ME 04106-0007

Alternate Federal On-Scene Coordinator:

Deputy Commander, USCG Sector Northern New England, Portland, Maine.

Contact information as per above

5.1.2 State of Maine On-Scene Coordinator:

Director of Response Operations,

Maine Department of Environmental Protection.

Phone: 800-482-0777 (24 hr Spill Line), 207-657-3030, Fax: 207-287-7826

Mailing Address: Department of Environmental Protection, Division Director
Response Services, Station #17, State House, Augusta, ME 04333.

5.1.3 Federal On-Scene Coordinator's Representative:

Supervisor, USCG Marine Safety Detachment, Belfast, ME.

Phone: (207) 338-2019-338-8395; Fax: (207) 338-8906-338-8906; Mailing

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Address: Supervisor, Marine Safety Detachment, Belfast, ME, 2 Franklin St.,
Belfast, ME 04915

5.1.4 Staff to the Sector Commander/OSC:

Response: (207) 767-0321

Prevention: (207) 741-5464

Planning and Force Readiness: (207) 780-3773

5.1.5 Scientific Support Coordinator for the OSC (and Joint Environmental Team)
NOAA Scientific Support Coordinator.

Phone: 617-223-8016; 24 Hours: 206-526-4911; Fax: 617-439-0468; Mailing

Address: NOAA, c/o First Coast Guard District, 408 Atlantic Avenue, Boston,
MA 02110-3350

5.2 **United States, Government Resources (available through the U.S. FOSC):**

1. Canada/United States Joint Response Team Member Agencies
2. Region I Regional Response Team (RRT I)
(New England states and tribes, and federal agencies. See 40 CFR 300.175 for member agency capabilities: DHS/USCG, EPA, USDA, DOE, DOI, DOL, DOT, FEMA, DOC/NOAA, DOD, DHHS, DOJ, DOS, USTreas, GSA, NRC)
3. National Contingency Plan Special Teams (See 40 CFR 300.145 regarding capabilities of USCG NSF, EPA ERT, NOAA and EPA SSCs, Navy SUPSALV, EPA RERTs, USCG DRGs, USCG NPFC)
4. USCG National Strike Force (Atlantic Strike Team, Coordination Center, PIAT)
5. Sector Northern New England Command Center
6. USCG First Coast Guard District Command Center (drmc)
7. USCG First Coast Guard District Response Division (dr)
8. USCG First Coast Guard District Prevention Division (dp)
9. USCG First Coast Guard District Governmental and Public Affairs (de)
10. USCG First Coast Guard District Response Advisory Team (DRAT) and District Response Group DRG assets which includes all U.S. Coast Guard assets within the First Coast Guard AOR and the VOSS/SORS skimming systems.
11. USCG Air Station Cape Cod, Massachusetts
12. Resources of other states/provinces may be available to the State of Maine under the IEMAMOU summarized in Appendix M.

Section VII. Notification Procedures

Emergency Notifications

1. **Notifications to Canada.** In the event of a harmful substance incident in U.S. contiguous waters that requires notification to the Canadian authorities the following office shall be notified:

Department of Fisheries and Oceans - Coast Guard Regional Operations Center:
1-902-426-6030 (24-hour number)

2. **Notifications to United States.** In the event of a harmful substance incident in Canadian contiguous waters that requires notification of the U.S. authorities the following notifications will be made:

Sector Northern New England: 767 0303 207-780-3675 (24-hour number)

National Response Center: 800-424-8802 (24-hour U.S. number)
202-267-2675 (from Canada)
202-267-2165 (fax)

First District Command Center: 617-223-8555 (24-hour number)

Section VIII. Procedures for Customs and Immigration Clearances

This section provides procedures for ensuring that necessary equipment and personnel receive appropriate customs and immigration clearances, respectively, to support response when such resources are not available in a timely manner within one of the nations in a cross boundary response. The material in this section is also summarized in a checklist available within this section.

1. Canada procedures for incoming United States personnel and equipment:

- 1.1 **Canada Customs Regulations:** Canada Border Services Agency has established procedures for facilitating the movement of goods for emergency use across the Canadian Border from the U.S., and for the remission of customs duty and excise taxes in respect of such goods. The Temporary Importation (Tariff Item No. 9993.00.00) Regulations provide full relief from the payment of the customs duties and the Goods for Emergency Use Remission Order provides full relief from the GST/HST that would otherwise be owed on these goods. The instructions are contained in Customs D Memorandum D8-1-1, March 23, 1998.

In the case of such an emergency there are two other key appendices contained in the Customs D Memorandum, Appendix G provides guidelines and information regarding the temporary importation of emergency equipment and Appendix L which provides a list of contact and relevant local telephone numbers, or the “Hotline” number in Ottawa.

Contact Numbers:

- *Principal Contact* – Client Services Officer – (902) 426-9646.
- *Alternate Contact* – Chief, Client Services – (902) 426-4910.
- *After-hours “Hotline”* – Ottawa – (613) 948-3939.

Officials of federal, provincial or municipal governments declare emergencies. When time or circumstances do not permit an official notice of an emergency, Customs Officers will have to assess the situation as it develops by consulting with local response agencies. When time permits, a Temporary Admission Permit E29B will be issued covering all equipment and supplies. This permit will be issued covering emergency supplies and equipment without collection of security (duty or Goods and Services Tax [GST]). In the case of release of goods where Customs or RCMP officers are not in attendance, a record kept by a responsible individual (i.e. chief of police, a municipal mayor, provincial government representative or other individual charged with responsibility of directing the emergency countermeasures) will be accepted for the purpose of completing form E29B. When the situation is urgent, the paperwork will be reduced to a simple blotter record on the E29Bs describing the goods in general terms and a Form E29B may be completed after the fact. The E29B is cancelled whenever the responsible individual involved, provides evidence that the goods have been consumed or destroyed in resolving the emergency or have been exported from Canada. Proof of

exportation is not required in respect of goods consumed or destroyed in response to an emergency. Such goods may be accounted for on form B3 after the emergency.

- 1.2 **Canada Customs Procedures:** The CCG OSC will notify Customs at the Canada Border Services Agency office at the Port of Entry by contacting the principal or alternate contact, both of who are located in Halifax, N.S., or if after-hours; weekends; or holidays the “Hotline” number in Ottawa. These contact names and numbers, and the Ottawa “Hotline” number, are listed in the second paragraph of Section 1.1 above.

The driver of the vehicle/vessel/aircraft transporting goods to Canada should adhere to the following:

- Carry two copies of the equipment list including serial numbers and monetary value;
- Stop at United States Customs during crossing to get the equipment list stamped. A copy of any lists presented to Canada Customs, preferably with some type of Canada Customs stamp, should expedite the return of equipment to the United States;
- Present the list to Canada Customs for clearance approval. Should problems arise ask to speak to a Senior Officer (usually a Superintendent); and
- Report to Canada Customs when leaving Canada so that temporary admission permits can be canceled.

- 1.3 **Immigration and Refugee Protection Act and Regulations:**

Emergency response personnel may be granted entry under the Immigration and Refugee Protection Regulations pursuant to section 186(t) , which allows them to be granted admission as visitors. Under this provision they would not be required to obtain a work permit. It is advised that personnel carry proof of citizenship. Provisions under the Immigration and Refugee Protection Act, section 24(1) provide for case by case admission for people who are otherwise inadmissible, when an officer is of the opinion that admission is justified due to the circumstances.

- 1.4 **Canada Border Services Agency Procedures into Canada:**

Canada Border Services Agency may grant temporary authority to work in Canada on an emergency basis. To facilitate the process of gaining temporary authority to work in Canada, United States citizens should notify the specific border crossing of their needs prior to arriving for entry into Canada. It is also advisable for United States citizens to arrange for an official of a Canadian agency involved in the emergency situation (e.g. Canadian Coast Guard) to contact Canada Border Services Agency and confirm the need for their entry into Canada.

2. United States procedures for incoming Canadian Equipment and Personnel:

- 2.1 **Customs and Excise Regulations:** During an emergency, United States Customs Services Regulations provide for the movement of work force and equipment from Canada into the United States. *Title 19, United States Code Section 1322, International traffic and rescue work, (b) states (in part):*

“The Secretary of the Treasury may provide by regulation or instruction for the admission, without entry and without the payment of duty or tax imposed upon or by reason of importation of pollution countermeasure, rescue, and relief equipment and supplies for emergent temporary use in connection with floods and other disasters.”

Pursuant to this section, U.S. Customs Regulations allow rescue and relief equipment into the country without payment of duty.

- 2.2 **Customs and Exercise Procedures:** When federal involvement becomes necessary in a cross border incident, the On-Scene Coordinator will notify the United States Customs and Border Protection Port Director that the JCP has been activated to deal with a harmful substance incident affecting or threatening the United States and that CANUSLANT has been activated. The telephone notification will be confirmed with a fax to U.S. Customs. Please refer to checklist under paragraph 3 for step by step procedures and telephone numbers.

The United States Customs and Border Protection Port Director may authorize or direct the following:

- U.S. Customs and Border Protection should be notified as soon as possible after the arrival in the U.S. of any carrier and/or equipment. This may be done by telephone and/or fax if necessary. In no way shall any carrier responding to an emergency be delayed by U.S. Customs and Border Protection to report its arrival.
- Expedited entry/clearance for response equipment involved with emergency response with no duty or other fees to be collected (clearance is valid for 90 days).
- Where equipment enters the United States at other than a port of entry, e.g., air or water, it must be reported to United States Customs and Border Protection within 10 days, or as soon as is practicable.
- Material, equipment and supplies dispatched from Canada must remain under supervisory control of an appropriate Canadian authority.
- Equipment brought into the United States must be returned to Canada within 90 days unless an extension is granted or other arrangements are made at the time of entry or during the response. Consumables need not be brought back into Canada and may be disposed of in the United States.

- Equipment returning to Canada must be inspected and approved by U.S. Customs and Border Protection prior to the leaving the United States.

The U.S. Customs and Border Protection Port Director at Calais, Maine, is the key point of contact for the resolution of U.S. - Canadian Customs issues occurring at the border. In an actual emergency, the Port Director has authority to waive regulations and can expedite the movement of equipment and resolution of related issues.

- 2.3 **Employment and Immigration Regulations:** The Immigration and Nationality Act provides the U.S. Citizenship and Immigration Services (USCIS) the responsibility for regulating the movement of people across the international borders of the U.S. This includes the ability to expedite the movement of emergency workers from Canada into the U.S., upon request from the U.S., to assist in responding to emergencies.

Section 212(d)(3) of the Immigration and Nationality Act provides the District Director, U.S. Citizenship and Immigration Services, the discretion to allow Canadian workers with special skills who might not otherwise be allowed into the U.S. to temporarily enter the U.S. to assist in the response.

- 2.4 **Employment and Immigration Procedures:** The following procedures provide procedures for the movement of workers with special skills from Canada into the United States to assist with response.

- When United States federal involvement in a cross border incident becomes necessary, the On-Scene Coordinator will notify the U.S. Citizenship and Immigration Services of an international maritime pollution incident and the need for trained Canadian workers to support the emergency response.
- The official must specify that the Canada/United States Joint Contingency Plan and CANUSLANT have been activated. Initial telephone notification will be followed up with a fax to the USCIS and the FOOSC.
- The USCG certifies to the USCIS that insufficient trained response workers are available to respond in a timely manner.
- Secure from United States Immigration a form I-94 for each foreign worker that is not a citizen of Canada or of the British Commonwealth. All personnel should have proper identification with them. In addition, non-Canadian citizens must have passport or visas with them.
- Response organizations must provide safe transport for an USCIS Inspector to inspect response operations.
- U.S. Coast Guard should provide 24-hour advanced notice if possible.

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- Workers from Canada may work only 90 days in the United States unless other provisions are made.

- Upon departing the United States, the Canadian workers must check out through an USCIS office.

The U.S. Customs and Border Protection Port Director at Calais, Maine, is the key point of contact for the resolution of U.S. - Canadian Immigration issues occurring at the border. In an actual emergency, the Port Director has authority to waive regulations and expedite the movement of people/resolution of related issues.

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Checklist for Customs and Immigration Procedures (Canada and U.S.)				
United States into Canada				
Item #	Action Items <u>prior</u> to leaving for the Border.	Yes	No	Notes
1	Has the JCP-CANUSLANT Annex been activated?			Activation Authority: On-Scene Commander/On-Scene Coordinator, Regional Director, or District Commander
2	Has the OSC requested personnel or equipment assistance from the U.S. into Canada?			
3	Has the Canadian Coast Guard informed Canada Border Services Agency and Canadian Citizenship and Immigration at the port of entry that the JCP been activated and US equipment and/or personnel will be crossing the border?			Responsibility for Task 3: Canadian JRT Co-Chair (Regional Director). Telephone Notification to be confirmed with Fax to Customs/INS and FOSSC)
4	Has the USCG or U.S. contractors forwarded their personnel and equipment lists to the CCG?			
5	Are the lists of personnel and equipment complete?			List should include equipment make, serial number, model number
6	Have these lists been forwarded to Canada Border Services Agency and Canadian Citizenship and Immigration at the border crossing point?			Canada Border Services Agency: Primary/Alternate contacts-Halifax: (902) 426-9646 or 426-4910 (or Ottawa after-hours "Hotline": (613) 948-3939).
Item #	Action Items while <u>en route</u> to the Border.	Yes	No	Notes
1	Prior to leaving the U.S., ensure a duplicate copy of the personnel and equipment list accompanies each vehicle or vessel.			
2	Ensure each vehicle or vessel has contact information for the CCG in case there are problems at the border.			
3	Upon arriving at the border, stop at the U.S. side of the border and have the lists stamped.			
4	Present the lists to a Canada Border Services Agency agent at the border with the list. If there is a problem, ask for the Senior Officer or Superintendent.			
5	Are there any problems? If so, contact the CCG personnel who requested the equipment or personnel.			

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Checklist for Customs and Immigration Procedures (Canada and U.S.) Canada into United States				
Item #	Action Items <u>prior</u> to leaving for the Border.	Yes	No	Notes
1	Has the JCP-CANUSLANT Annex been activated?			Activation Authority: On-Scene Commander/On-Scene Coordinator, Regional Director, or District Commander
2	Has the OSC requested personnel or equipment assistance from Canada into the U.S.?			
3	Has the United States Coast Guard informed U.S. Customs and Border Protection and U.S. Immigration and Customs Enforcement at the port of entry that the JCP been activated and Canadian equipment and/or personnel will be crossing the border?			Responsibility for Task 3: JRT Co-Chair (Commander, First District Response Division). Telephone Notification to be confirmed with Fax to Customs/USCIS and FOOSC)
4	Has the CCG or Canadian contractors forwarded their personnel and equipment lists to the USCG?			
5	Are the lists of personnel and equipment complete?			List should include equipment make, serial number, model number
6	Have these lists been forwarded to U.S. Customs and Border Protection and U.S. Citizenship and Immigration Service at the border crossing point?			Border Crossing Point: Likely Calais ME. Customs: (207) 454-3621, fax 454-7122 USCIS Calais: (207) 454-2546 USCIS Houlton Sector: (207) 532-6521
7	Time permitting, complete an I-94 form for each individual entering the U.S.			Information includes Name, Nationality, Date of Birth, Workers should have proper identification

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Item #	Action Items while <u>en route</u> to the Border.	Yes	No	Notes
1	Prior to leaving the Canada, ensure a duplicate copy of the personnel and equipment list accompanies each vehicle or vessel.			
2	Ensure each vehicle or vessel has contact information for the USCG in case there are problems at the border.			
3	Upon arriving at the border, stop at the Canadian side of the border and have the lists stamped by Canada Customs.			
4	Present the lists to Inspector at the border with the list. If there is a problem, ask for the Senior Officer or Superintendent.			
5	Are there any problems? If so, contact the USCG personnel who requested the equipment or personnel.			
6	Retain copies of the lists for re-entry into Canada.			Workers from Canada may only work 90 days in the United States unless other provisions are made

Section IX. Procedures for use of Foreign Registry Vessels (Coasting Trade Law Exemptions)

The Coastal Trading laws of the United States and Canada generally provide for the use of domestic vessels involved in coastwise service and operations. This section describes exemptions available during harmful substance incident. The included checklist facilitates the use of foreign flagged vessels in response actions.

1. Authorities:

1.1 U.S. vessels operating in Canadian Waters:

- 1.1.1 **The United States Wreckers Act** (a Canadian Act) allows U.S. Vessels, without restriction by the customs or coasting laws of Canada, to salvage any property wrecked and may render aid and assistance to any vessels wrecked, disabled, or in distress, in the waters contiguous to the U.S., and provided that a reciprocal privilege with respect to Canadian vessels exists in the U.S.
- 1.1.2 **Section 3(2) of the Coasting Trade Act** states that the carriage of goods by ship, or by ship and other mode of transport, from one place in Canada to any other place in Canada is permitted by any foreign ship or non-duty paid ship that is engaged, with the approval of a Pollution Prevention Officer (a title held by Environmental Response Branch and certain other CCG employees), in activities related to a marine pollution emergency, or to risk thereof.
- 1.1.3 **Article II of a 1908 Treaty between the United States and Canada**: Both countries agreed vessels from either country “may salvage any property wrecked and may render aid and assistance to any vessel wrecked, disabled or in distress in the waters or near the shores of the other country...” Vessels operating under the terms of this treaty shall report, as soon as possible, to the nearest Customs House of the country in whose waters the operation took place.

1.2 Canadian vessels operating in U.S. Waters:

- 1.2.1 **Article II of the 1908 Treaty between the United States and Canada**: Both countries agreed vessels from either country “may salvage any property wrecked and may render aid and assistance to any vessel wrecked, disabled or in distress in the waters or near the shores of the other country...” Vessels operating under the terms of this treaty shall report, as soon as possible, to the nearest Customs House of the country in whose waters the operation took place.
- 1.2.2 **46 App. U.S.C. § 883 (Section 27 of the Merchant Marine Act of 1920 (the Jones Act))**: Provides that only vessels built in, documented under the laws of, and owned by citizens of the U.S. may carry merchandise between points in the

U.S. However, there are a number of recognized U.S. Code exemptions that apply to the Jones Act.

- 1.2.3 **46 U.S.C. § 80104** specifically authorizes Canadian vessels to conduct salvage operations pursuant to the 1908 treaty above.
- 1.2.4 **46 USC § 80105** provides that Canadian vessels and wrecking equipment may give aid to Canadian or other vessels and property wrecked, disabled, or in distress in the waters of the United States contiguous to Canada as long as reciprocity remains in force. This provision is self-executing assuming the reciprocity requirement is still met.
- 1.2.5 **46 U.S.C. § 55113** Provides that a foreign-flagged “oil spill response vessel” may operate in waters of the U.S. on an emergency and temporary basis, for the purpose of recovering, transporting, and unloading in a U.S. port oil discharged as a result of an oil spill in or near those waters under if:
- 1.2.5.1 An adequate number and type of oil spill response vessels documented under the laws of the United States cannot be engaged to recover oil from an oil spill in or near those waters in a timely manner, as determined by the Federal On-Scene Coordinator for a discharge or threat of a discharge of oil; and
 - 1.2.5.2 The foreign country has by its laws accorded to vessels of the United States the same privileges accorded to vessels of the foreign country under this section.
 - 1.2.5.2.1 Therefore, under this provision, as long as Canada offers reciprocal privileges, which they currently do, when *adequate* and U.S. vessels are not *timely* available, Canadian oil spill response vessels may be employed. This provision is self-executing once the Federal On-Scene Coordinator makes that determination.

2. Procedures for using Canadian vessels in harmful substance incident response:

- 2.1 **Justifying Foreign Registry Vessel Use**: The above references shall be followed and used to justify resource requests/approvals made by the On-Scene Coordinator/Commander. Use of Canadian vessels for salvage is authorized under the above treaties and **46 U.S.C. § 80104-80105**. Use of Canadian oil spill response vessels is authorized under the above treaties and **46 U.S.C. § 55113**.
- 2.2 **46 App. U.S.C. § 883 (Section 27 of the Merchant Marine Act of 1920 (the Jones Act))** provides that only vessels built in, documented under the laws of, and owned by citizens of the U.S. may carry merchandise between points in the U.S. In some limited circumstances, such as national defense (46 U.S.C. § 501), it may be necessary to obtain a waiver for use of Canadian-flagged vessels within U.S. waters. For use of Canadian vessels in response to a harmful substance incident that does not fall under the oil

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response or salvage exemptions, the FOSC may contact the legal office to seek a Jones Act waiver from Coast Guard Headquarters.

2.3 The U.S. Federal OSC must inform U.S. Customs and Border Protection as soon as the determination is made that a Canadian vessel is necessary.

2.4 **Related Customs and Immigration Procedures:** When CANUSLANT is activated, harmful substance incident response/salvage vessels will be crossing from the waters of one country into the other; the customs and immigrations notifications and procedures outlined in Section VIII and the included checklist (procedures for workers/equipment crossing the border) shall be followed.

2.5 **Salvage Vessel Use Notification:** Pursuant to operations taken under the 1908 treaty, if a vessel from a non-host country engages in a salvage operation in the waters of the host country, the owner/master of the vessel shall make a full report of the operation, as soon as possible, to the nearest Customs House of the country in whose waters the operation took place.

2.6 **Salvage and Rescue Vessel Resources:** Appendix B and Appendix F list/reference response, salvage, and rescue resources.

Checklist for Canadian Flagged vessels in U.S. Waters

Use of Canadian flagged vessels in U.S. waters (for hazardous spill response)				
Item #		Yes	No	Notes
1	Will U.S. vessel responders be both <i>adequate</i> and <i>timely</i> ? (46 U.S.C. §55113)			If NO, FOSC can employ Canadian response vessels.
2	If Canadian response vessels are available and deemed necessary, the FOSC will notify CPB.			NOTIFICATION ONLY to CPB (CPB cannot decline Canadian vessel employment)
3	Once customs notification is made, the Canadian vessels can commence response.			
Use of Canadian flagged vessels in U.S. waters (for salvage)				
Item #		Yes	No	Notes
1	Are there salvage operations that call for assistance from Canadian responders? (46 U.S.C. § 80105)			If YES, Canadian response vessels may engage.
2	If Canadian response vessels are available and initiating salvage response, the FOSC will notify CPB.			NOTIFICATION ONLY to CPB (CPB cannot decline Canadian vessel employment)

Section X. Exercises

1. The scope and frequency of exercises will be in accordance with Section 302 of the JCP.
2. Exercise plans will be developed and documented cooperatively. Exercise may include a notification or call-out exercise, table-top exercise, equipment deployment exercise, area exercise or other relevant activities. Joint exercises may be conducted in conjunction with each nation's required national exercise program. Exercise goals may also be met through actual joint pollution responses.
3. At a minimum, exercise plans will include a table-top exercise for each Geographic Annex at least once every two years. Each nation will alternate hosting exercises.
4. The CCG On-scene Commander and USCG On-scene Coordinator and the responsible exercise coordinators will document lessons learned. Lessons learned will be shared with all affected agencies, the authorities responsible for the Geographic Annexes and the Manager, Environmental Response Division, CCG and the Chief, Response Division, USCG First District. Lessons learned will be taken into account with a view to amend the JCP and the Geographic Annexes as required from time to time per Section IV of this Annex.

Section XI. Issue Resolution

1. As provided for in Section 405 of the JCP, any issue in dispute will be referred, as expeditiously as possible, to the CCG On-scene Commander and/or the USCG On-scene Coordinator for resolution consistent with the respective laws of the relevant Party.

2. Should the issue in dispute not be resolved at the local level, it will be referred, as expeditiously as possible, to the U.S. and Canadian Co-Chairs of the Joint Response Team defined in Appendix H. If issues cannot be address by the Co-Chairs in concert with Joint Response Team members as appropriate, the issue shall be further raised to the CCG Regional Director and the USCG District Commander for resolution. The CCG On-scene Commander or the USCG On-scene Coordinator making such a referral will notify his/her counterpart that the referral is being made.

Appendix A. Communications

1. During the notification stage of an incident involving CANUSLANT activation, communications will generally be through the public telephone system. When and where possible public telephones will be used during an incident, the telephone numbers will be distributed to the command posts using contact information in this plan as a starting point.
2. Cell phones can be used when and where there is adequate coverage.
3. VHF radio will also be used extensively during an incident. Common radio frequencies may be utilized. The below frequency matrix provides two options for frequency allocation in a joint incident command post response, but this may be adjusted to meet incident requirements. As an incident progresses, a more detailed specific Communications Plan and equipment list will be developed by the Comms Unit and incorporated into the Incident Action Plan.
4. **Maritime Mobile Communications:**
 - 4.1 Maritime Mobile Communication References:
 - 4.1.1 Radio Aids To Marine Navigation, Canadian Coast Guard Marine Communications and Traffic Services Directorate.
 - 4.1.2 Radiotelephone Handbook, USCG Commandant Instruction M2300.7.
 - 4.2 Maritime Frequency Options: Two frequency allocation options are listed in Figure 5 to provide the Communications Unit a basis for establishing an incident specific communications plan.

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Line	Net Title	Priority	Comms Plan A	Comms Plan B
01	VHF Distress/Calling*	1	156.8 Mhz (Channel 16)	156.8 Mhz (Channel 16)
02	MF/HF Distress/Calling*	2	2182 Khz	2182 Khz
03	VHF Intership		157.175 (Channel 83A)	157.050 (Channel 21A)
04	VHF UCP to On Scene Coordination Vessel**		156.3 Mhz (Channel 6)	157.075 Mhz (Channel 81A)
05	MF Intership/ ICP/Vessels		2716 Khz	2237 Khz
06	HF Intership/ ICP/Vessels		4125Khz	6215Khz
07	Aircraft Distress		121.5 Mhz	121.5 Mhz
08	Air/Vessel Coordination		157.075 (Channel 81A)	156.3 Mhz (Channel 6)
<p>Legend: ICP = Incident Command Post</p> <p>Notes: *Coast Guard Communications Stations can be contacted on these frequencies</p> <p>**The On Scene Coordination Vessel must simultaneously monitor Channels 16, 6, and 83A, (Comms plan A), or Channel 16, 81A and 21A (Comms plan B).</p> <p>***SOLAS / GMDSS compliant vessels will monitor channel 70 for digital selective calling (DSC)</p>				

Figure 5 – Marine Frequency Communication Plans

Appendix B. Response Resource Inventory

1. Canada Response Resources:

- 1.1. Please refer to the *Canadian Coast Guard Marine Spills Contingency Plan, Regional Chapter* and the accompanying *Area Chapter* for response inventory located at each site.
- 1.2. Certified Canadian Response Organizations (ROs) in the Maritimes are:
 - 1.2.1. Atlantic Emergency Response Team (ALERT[®]) Inc
11, Expansion Avenue, Saint John, NB E2R 1A6
Phone: (506) 632-4499, Fax: (506) 632-4450
 - 1.2.2 Eastern Canada Response Corporation
41 Mount Hope Ave. Woodside Industrial Park, Dartmouth, NS B2Y 4R4.
Phone: (613) 930-9690 (24-hour), (902) 461-9170 (local), Fax: (902) 461-9590
 - 1.2.3 Point Tupper Marine Services (PTMSC)
4090 Port Malcolm Road, Point Tupper NS B9A 1Z5
Phone: (902) 625-1711, Fax: (902) 625-3098

2. United States Response Resources:

- 2.1. United States Coast Guard Response inventory listed in the Maine and New Hampshire Area Contingency Plan, Section 5400. Online access available at:
<http://homeport.uscg.mil/northernnewengland>

Additional U.S. resource information is available on the following two categories of organizations.

 - 2.1.1 Oil Spill Removal Organizations (OSROs)
The U.S. Coast Guard classifies Oil Spill Removal Organizations based on removal systems and capacities available by Coast Guard Captain of the Port Zone. These OSROs and classifications are available in the Response Resource Inventory (RRI) published at
<https://cgrri.uscg.mil/rriadmin/reports/webclassificationreport.aspx>
 - 2.1.2 Basic Ordering Agreement (BOA) Contractors
The USCG has pre-established rates and services contracts with Basic Ordering Agreement (BOA) Contractors. These contractors are given preference in response for pre-establishing these agreements. A list of BOA contractors available to the USCG OSC in Portland is available at
<http://www.uscg.mil/SILC/emergency.asp>

Appendix C. Sensitive Environments Plan

1. **Canada:** Contact Environment Canada for environmental sensitivity data for the areas identified in the JCP. The information is integrated into a computerized sensitivity mapping system to assist the CCG OSC in planning and responding to environmental incidents. Data information includes coastal geomorphology, oceanographic characteristics, sensitive biological and human use resources, operational considerations and a pre-spill database containing information about protection strategies and cleanup methods and equipment required for a response. This mapping system is available online, or in the form of direct support from Environment Canada during an incident.

2. **United States:** Priority protection areas are identified in the Geographic Response Plans (GRPs) of the Maine and New Hampshire Area Contingency Plan, which also provide protection strategies for these areas. Additionally, the State of Maine Environmental Vulnerability Index (EVI) maps provide information on sensitivity (versus priority) of resources to spills. GRPs are available online at <http://www.maine.gov/dep/rwm/emergspillresp/geogplans.htm>

3. **Incident-Specific:** During a harmful substances incident, the above references provide the initial response guidance to the OSCs. The specifics of an incident will be reviewed with the available resource and scientific expertise to adjust pre-determined sensitivities and priorities for the specific situation. The Joint Environmental Team described in Appendix K will provide this function for the joint aspects of the response.

Appendix D. Logistics – Command Posts

1. **Canada:** Refer to the Canadian Coast Guard Marine Spill Contingency Plan – Regional and Area Chapters, and the Community Resource Guides for details of local contacts and procedures SABS DFO’s St. Andrews Biological Station is equipped for up to 40 as a command option. It is recommended to use CCG Command Trailers to assist in LIC, Command and Finance / Logistics spaces. Other areas if seasons allow are the Community College Campus or Algonquin Hotel and Convention areas.. ALERT, Inc., the designated Response Organization for Saint John and surrounding areas has established a dedicated Incident Command post in Saint John for their use and support of the polluter. A Canadian Coast Guard OSC representative / liaison officer will be assigned to that location, as required, and will act as a conduit to the CCG OSC.

2. **United States:** The U.S. Coast Guard has planned and exercised a command post location at The Boat School, Husson University (formerly Washington County Technical College). Details on setup of this command post are contained in the Logistics section of the Maine and New Hampshire Area Contingency Plan (ACP), First Response Section. A multi-purpose room at the new Coast Guard small boat Station Eastport building also provides a facility for a small command post. Additional logistics information is contained in this section of the ACP.

Appendix E. Volunteers

1. Cross Border Volunteer Utilization.

Volunteers will generally work within their own country during a harmful substances incident response, unless there are specific needs that only exist within the other country. No procedures are currently available for cross border volunteer utilization, and procedures must either be developed, or the volunteers may be hired such that they fall under the regimes for compensated workers.

2. Canada Volunteer Utilization.

2.1. Community Action Partnership Program: The Community Action Partnership Program (CAPP) was the central environmental volunteer coordinating body to direct/administer Canadian volunteers who wish to respond to a cross border marine spill. Additional details on CAPP, including a notification flowchart and incident notification checklist are contained within the Maritimes Regional Chapter of the Canadian Coast Guard Maritime Contingency Plan as well as in the community resource guides. Although this function was eliminated in 2007 the CAPP program format continues ongoing assistance of the Canadian Coast Guard:

- Staff and maintain Volunteer Management Centers at designated sites in the Bay of Fundy area through assistance of Eastern Charlotte Waterways. Inc..
- Provide awareness of the incident and the effects on the marine environment to the communities through local meetings. This is accomplished with the assistance from various government agencies and industry.
- Prepare and maintain community resource guidebooks, provide a listing of community resources and site sensitivities, provide local knowledge to Joint Environmental Team (JET), and provide assistance to incoming responders.
- Carry out shoreline surveillance during incidents, at the request of the Canadian Coast Guard Maritimes and/or Environment Canada.
- Provide assistance to an oiled wildlife response at the request of the Canadian Wildlife Service (CWS).
- Initiate the CAPP process through the Canadian Coast Guard Environmental Response Supervisor or the Environmental Response Duty Officer via the Regional Operations Centre at (902) 426-6030 or 1-800-565-1633. It is the responsibility of Environmental Response Staff to ensure CAPP is activated.

NOTE: CAPP volunteers will be involved only in very low risk operational roles and will be utilized solely to the extent of safety limitations. Volunteers will not be used for shoreline cleanup. If required they may be hired by the cleanup contractor (government or private).

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2.2 New Brunswick Emergency Measures Organization (NBEMO) Volunteer

Network: In the event of an incident New Brunswick Emergency Measures Organization can access a pool of volunteers (i.e., volunteer firefighters, Red Cross, amateur radio operators, etc.) that are not affiliated with CAPP. This resource may be accessed through the EMO Duty Officer at 1-800-561-4034. The Duty Officer would then contact the EMO Coordinators for the Bay of Fundy area, listed below:

Region F Charlotte County	EMO Coordinator Darren McCabe	(506) 466-7370 (Work) (506) 466-1545 (Home)	(506) 466-8356 (Cell) (506) 558-2496 (Pager)
Regions E & G Saint John	EMO Coordinator Brian Lamb	(506) 832-6010 (Work) (506) 832-5209 (Home)	(506) 650-5704 (Cell) (506) 558-3366 (Pager)

3. **United States Volunteer Utilization:** Volunteers shall be utilized as described in the National Contingency Plan (40 CFR 300.185(c)) and [Maine and New Hampshire Area Contingency Plan](#). Volunteer utilization should be well organized, worthwhile, and safe (shall comply with worker health and safety requirements under 40 CFR 300.150). Volunteers should be directed by the OSC or by other federal, state, or local officials as designated by the OSC knowledgeable in contingency operations and capable of providing leadership. Specific areas in which volunteers might be used include beach surveillance, logistical support, and bird and wildlife treatment, and will be limited to low-risk operations. If, in the judgment of the OSC, unsafe conditions exist, volunteer use will be restricted.

- 3.1. **Maine Department of Inland Fisheries and Wildlife (DIFW) Volunteer Program:** Current pre-planning for the use of volunteers in Maine has focused on their role in wildlife rehabilitation. Maine Department of Inland Fisheries and Wildlife's rehabilitation contractor has trained 300 volunteers, which may be utilized if the wildlife contractor is activated, or if another contractor accepts the primary contractor's volunteer training curriculum (the two major U.S. rehabilitation contractors utilize these volunteers).

Appendix F. Salvage and Rescue Resources Inventory

Information on the use of foreign vessels (including salvage and rescue vessels) may be found in Section IX of this Annex.

1. Canada

- 1.1. **Rescue**: Contact the Joint Rescue Coordination Center at 1-800-565-1582
- 1.2. **Salvage**: Contact Regional Director-Marine, Dartmouth NS at 902 426-2060 or through the Duty Officer at 902 426-3214 outside of business hours.

2. United States

- 2.1. **Salvage and Rescue Resources List**: Resources in the northern New England area are contained in Section 5400 (Summary of [Area resources](#)) of the Maine and New Hampshire Area Contingency Plan.
- 2.2. **Other Contractor Resources**: Additionally, the U.S. Coast Guard has authority to access civilian equipment, personnel and services of certain Oil Spill Removal Organizations and Basic Ordering Agreement contractors; refer to Appendix B of this Annex.

Appendix G. Decanting, Decontamination, and Disposal

1. Decanting

- 1.1. **Canada Decanting Provisions**: Section 678.2 (1) of the Canada Shipping Act offers protection to any person “decanting” in the course of oil spill cleanup. Protection against liability is removed only when the “conduct was not reasonable in the circumstances” and, in these cases, there would be a liability under the Fisheries Act (pollution of fish habitat) or under the Canadian Environmental Protection Act (CEPA) (ocean dumping). Note: It is considered reasonable to expect decanted water to be discharged in front of the skimmer operation.
- 1.2. **United States Decanting Provisions**: The United States FOSC is granted an exclusion from the National Pollutant Discharge Elimination System (NPDES) permit requirement for discharges under 40 CFR 122.3 which states, "The following discharges do not require NPDES permits: . . .(d) Any discharge in compliance with instructions of an On-Scene Coordinator pursuant to 40 CFR 300 (The National Oil and Hazardous Substances Pollution Contingency Plan) or 33 CFR 153.10(e) (Pollution by Oil and Hazardous Substances).”

2. Waste Transport and Disposal

- 2.1. **General**: The movement of oily waste/hazardous waste is allowed between Canada and the United States. The criteria to determine where the waste should go would generally be determined by the Responsible Party based on cost and through permitted disposal sub-contractors in Canada and/or the U.S. The guidelines outlined below should be followed to ensure compliance with the countries’ regulations.
- 2.2. **References**:
 - 2.2.1. United States-Canada Agreement on the Trans-Boundary Movement of Hazardous Waste (1986)
 - 2.2.2. Canada's Export and Import of Hazardous Wastes (EIHW) regulations
 - 2.2.3. State of Maine, Department of Environmental Protection, Rules 405, 860
 - 2.2.4. State of Maine, Department of Environmental Protection’s Marine Oil Spill Contingency Plan (2000)
 - 2.2.5. Marine Pollution Emergency Response Plan, Province of New Brunswick (1994)

2.3. Federal Agreements/Guidelines

- 2.3.1. **Cross Border Hazardous Waste Movement**: The reference in paragraph 2.2.1 above sets forth the administrative conditions for the export, import, and transportation of hazardous waste between both countries, ensures that the waste is handled safely, and requires that the waste be shipped to facilities that are authorized by the importing jurisdiction.

The agreement stipulates that each transporter must notify the destination country prior to shipping the wastes into that country. The country's hazardous waste authority can then indicate whether it objects to the proposed shipment.

Also, shipments of hazardous waste must be accompanied by proper manifests in order to verify compliance with the Agreement and with other domestic regulations.

Responders, coordinators, and waste transporters should contact the appropriate hazardous waste authority prior to transporting hazardous materials across the border. Shipment notification and approval process, as required by the Agreement, can take some time and that approval is not guaranteed. According to the Agreement, the hazardous waste authority from each country has up to 30 days to review a hazardous waste shipment request, alter the conditions, if necessary, and then respond (http://www.ec.gc.ca/tmd/fact_a.htm). During a time critical spill response, this review period is expected to be shortened; the OSC would likely facilitate an expeditious review.

- 2.3.2. **Transportation of Hazardous Materials through Canada**: While in Canada, responders must comply with Canadian regulations pertaining to the transportation and import/export of hazardous wastes. These regulations apply from the time a hazardous waste is collected to the time it exits Canada. Transportation and import/export of hazardous wastes in Canada is governed by reference (b) (<http://www.ec.gc.ca/tmd>). Briefly, these regulations require Canadian exporters/importers/carriers of hazardous wastes to:
- Obtain environmental impairment insurance, third-party liability insurance, and other insurance types, as necessary.
 - Carry a completed waste manifest for all waste shipments.
 - Notify and gain approval from the Trans-Boundary Movement Branch of Environment Canada of the proposed export (or import) of hazardous waste prior to initiating the shipment.
 - Comply with Canada's *Transportation of Dangerous Goods Act* (TDGA) and regulations, which require Canadian exporters/importers/carriers of hazardous wastes to:
 - i. comply with specific waste containment regulations
 - ii. use the necessary placards and/or safety symbols
 - iii. comply with other prescribed safety requirements

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For additional information contact the Canadian Transport Emergency Centre (CANUTEC):

CANUTEC
Transport Dangerous Goods Directorate
Transport Canada
Ottawa, Ontario, Canada K1A 0N5
Phone (613) 992-4624
Fax (613) 954-5101
(email) canutec@tc.gc.ca
(Internet) <http://www.tc.gc.ca/canutec>

2.3.3. **Transportation of Hazardous Materials Into/From and Through the United States:** Transportation and import/export of hazardous wastes into/from the United States is governed by the following:

- Waste exportation and importation requirements under the U.S. Resource Conservation and Recovery Act (RCRA) (40 CFR Sections 262.50 and 262.60, respectively)
- Importation/certification rules under the U.S. Toxic Substances Control Act (TSCA) (19 CFR Sections 12.118 through 12.127 and 127.28)

Once in the United States, the transportation and disposal of hazardous waste must be performed in accordance with applicable U.S. Department of Transportation (DOT) and U.S. EPA regulations. At a minimum, a Hazardous Waste Manifest must be obtained and any applicable transportation, documentation, marking, packaging, and highway requirements must be followed [Transportation rules: <http://hazmat.dot.gov/regs/rules.htm> EPA rules: <http://www.epa.gov/osw/>].

2.4. State/Province Rules/Guidelines

- 2.4.1. **State of Maine:** The State of Maine’s Department of Environmental Protection (DEP) has a comprehensive “Marine Oil Spill Contingency Plan.” Highlights of the plan, including guidelines for handling oil/oily waste are outlined below: (<http://www.maine.gov/dep/rwm/emergspillresp/marine.htm>)

Disposal Facilities: A list of oil disposal facilities is contained in the Plan’s Equipment and Support Services Directory.

Oily Debris: Oily debris includes sorbents, seaweed, carcasses, and other materials contaminated with oil as a result of an oil spill. Maine Regulations (DEP Chapter 405.9) state that oily debris can be land-filled or incinerated and the resultant ash land-filled. Maine DEP has a contract with the Mid-Maine Waste Action Committee in Auburn for disposal of combustible oily debris.

Waste Oil: The definition of waste oil includes any oil spilled to land or water, but does not include oily debris generated from the cleanup of oil spills or water generated from oil/water separation processes at waste oil facilities. Waste oil is typically disposed of by burning in a waste oil burner. The requirements of Chapter 860 of DEP regulations must be met for storage and transportation of waste oil.

Temporary Storage: In the event of a major spill, the volume of waste oil/oily debris will most likely be greater than the capacity of available disposal facilities. Therefore, temporary storage (less than 45 days) must be used as an interim measure. The DEP has *no permitting requirements* for the temporary storage of oily debris. Options include storing oily debris in covered dumpsters or covered "roll-off" containers, or in temporary engineered containment structures with oil-resistant liners. Information on liners is contained in the Maine Marine Oil Spill Contingency Plan's Equipment and Support Services Directory.

- 2.4.2. **Province of New Brunswick:** Section 42 of the Province of New Brunswick's Marine Pollution Emergency Response Plan, states that suitable land disposal sites or techniques during the response effort will be the responsibility of New Brunswick Department of the Environment. Other Provincial environmental legislation applicable to Waste Handling and Disposal are as follows: Clean Environment Act: Water Quality Regulation, Used Oil Regulation, Petroleum Storage and Handling Regulation.

Disposal Facilities: A list of Waste Petroleum Products Management Sites is contained in the Marine Pollution Emergency Response Plan, NB Department of Environment and Local Government.

Oily Debris: Oily debris includes off-spec petroleum impacted solid material other than tanks, sludge or soil and is transported to approved facilities in the province for cleaning and subsequent disposal at an approved landfill.

Waste Oil: The Used Oil Regulation went into effect on April 30, 2002. This regulation specifies the conditions under which the burning of waste oil, as a fuel, would be approved. The Transportation of Dangerous Goods Regulation, administered by the Province, must be met for the transportation of waste oil. Storage of waste oil in quantities greater than 2000L is regulated under the Petroleum Storage and Handling Regulation.

Temporary Storage: The Province of New Brunswick has no specific permitting requirements for the temporary storage (less than 45 day) of oily debris. However, any temporary storage should not result in a discharge of a contaminant, in contravention of the Clean Environment Act, Water Quality Regulation.

Appendix H. Joint Response Team Contact List

In accordance with JCP, Section 304, the Joint Response Team is co-chaired by the Director, Marine Programs, Canadian Coast Guard Maritimes and the Chief, Response Division, U.S. Coast Guard First District. Members are drawn from other federal agencies, provincial/states, and First Nations/Tribes to give advice, facilitate coordinated planning, recommend plan changes, and to provide advisory support during response.

1. **Canadian JRT Members:**

Canadian Coast Guard – Maritime Region

Michael Voigt
Canadian Coast Guard JRT Co-Chair
Director Marine Programs
Foot of Parker Street
PO Box 1000
Dartmouth, NS
B2Y 3Z8
Phone: (902) 426-9022
Fax: (902) 426-4828
Email: voigtm@dfo-mpo.gc.ca

Alternate: Joe LeClair
Phone: (902) 426-3699
Fax: (902) 426-9753
Email: LeClairJ@mar.dfo-mpo.gc.ca

Environment Canada

Geoff Mercer
Regional Director
Environment Canada
Atlantic Environmental Protection Operations
45 Alderney Drive
Dartmouth, Nova Scotia B2Y 2N6
Canada
Phone : (902) 426-3593
Fax : (902) 426-4352
Email: Geoff.mercer@ec.gc.ca

Transport Canada – Marine Safety

Scott Kennedy
Regional Director
45 Alderney Drive, 14th floor Queens Square
Dartmouth, NS
B2Y 4K2

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Phone: (902) 426-2060
Fax: (902) 426-9049
Email: scott.kennedy@tc.gc.ca

Canada Border Services Agency – Atlantic Region

Stephen Heard
Director
Program Services
1969 Upper Water Street
Purdy's Wharf, Tower II
PO Box 638
Halifax, NS B3J 2T5
Phone: (902) 426-2086
Fax: (902) 426-5042
Email: stephen.heard@cbsa-asfc.gc.ca

New Brunswick Environment

Susan Atkinson
Regional Director, St. John
PO Box 5001
Saint John, NB
E2L 4Y9
Phone: (506) 658-2116
Fax: (506) 658-3046
Email: susan.atkinson@gnb.ca

Citizenship and Immigration Canada

Tony Marshall
Atlantic Regional Director
1741 Brunswick Street, Suite 220
Halifax, NS B3J 3X8
Phone: (902) 426-1752
Fax: (902) 426-8346
Email: tony.marshall@cic.gc.ca

Nova Scotia Environment

Environmental Emergencies Coordinator
5151 Terminal Road, 5th Floor
PO Box 697
Halifax, NS B3J 2T8
Phone: (902) 424-2539
Fax: (902) 424-0503

2. **Canada – Supporting Agencies**

Fisheries and Oceans Canada

Carol Jacobi
Senior Habitat Advisor
1 Challenger Drive
Dartmouth N.S. B2Y4A2
Phone : (902) 426-2549
Email: carol.jacobi@dfo-mpo.gc.ca

Public Safety Canada

Claude Robichaud
New Brunswick Regional Director
77 Westmorland Street, Suite 350
PO Box 534
Fredericton, NB E3B 5A6
Phone: (506) 452-3351
Fax: (506) 452-3906
Email: Claude.Robichaud@ps-sp.gc.ca

Jo-Anne Scharf
Nova Scotia Regional Director
21 Mount Hope Ave, Suite 219
Dartmouth, NS B2Y 4R4
Phone: (902) 426-4398
Fax: (902) 426-2087
Email: jo-anne.Scharf@ps-pc.gc.ca

New Brunswick Emergency Measures Organization

Andy Morton
Director
PO Box 6000
Fredericton, NB E3B 5H1
Phone: (506) 453-5507
Fax: (506) 453-5513
Email: andrew.Morton@gnb.ca

Indian and Northern Affairs Canada

Stephen Wells
A/Manager, Lands and Trust Services
Atlantic Region
PO Box 160
Amherst, NS B4H 3Z3
Phone: (902) 661-6368
Fax: (902) 661-6237
Email: wells@inac.gc.ca

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Canadian Food Inspection Agency

Freeman Libby
Regional Director, Nova Scotia
PO Box 1060
Dartmouth, NS B2Y 3Z7
Phone: (902) 426-5775
Fax: (902) 426-1739
Email: libbyf@inspection.gc.ca

Lynda Richard
Regional Director, New Brunswick
PO Box 2222
850 Lincoln Road
Fredericton, NB E3B 5G4
Phone: (506) 452-4874
Email: RichardLA@inspection.gc.ca

Department of National Defence

LCDR Ian Anderson
Maritime Forces Atlantic Headquarters
PO Box 99000, STN FORCES
Halifax, NS B3K 5X5
Phone: (902) 427-0550 Ext. 3203
Fax: (902) 427-1334
Email: anderson.ir@forces.gc.ca

3. **United States – JRT Membership**

US DEPARTMENT OF HOMELAND SECURITY

United States Coast Guard

CAPT Thomas J. Vitullo
Commander (dr)
First Coast Guard District
408 Atlantic Ave
Boston, MA 02110-3350
Phone: (617) 223-8457
Fax: (617) 223-8117
Email: thomas.j.vitullo@uscg.mil

Alternate: CDR Wayne Clayborne
Phone: (617) 223-8138
Fax: (617) 223-8471
Email: leslie.w.clayborne@uscg.mil

Federal Emergency Management Agency

Dan McElhinney
Deputy Federal Preparedness Coordinator
FEMA Region One
U.S. Department of Homeland Security
99 High Street, 5th Floor
Boston, MA 02110
Phone: (617) 956-7567
Fax: (617) 894-7002
Email: dan.mcelhinney@dhs.gov

Customs and Border Protection

Keith Fleming
Area Port Director for Maine and Southern New Hampshire
CBP Office of Field Operations
312 Fore St.
Portland, ME 04101
(207) 771-3605/3600
keith.fleming@dhs.gov

Bruce Foucart
Deputy Special Agent in Charge, Boston Office
10 Causeway Street, Room 722
Boston, MA 02222-1054
Phone: (617) 565-7400 / 7401
Fax: (617) 565-7422
Email: bruce.foucart@dhs.gov

U.S. Citizenship and Immigration Services

Denis Riordan, Director
U.S. Citizenship and Immigration Services, District 1
JFK Federal Building, Room E-170
Government Center
Boston, MA 02203
Phone: (617) 565-4215
Fax: (617) 565-4534
Email: denis.riordan@dhs.gov

STATE OF MAINE

Department of Environmental Protection

Barbara Parker, Director
Division of Response Services
17 State House Station
Augusta, ME 04333-0017
Phone: (207) 287-7190
Fax: (207) 287-7826
Email: barbara.t.parker@maine.gov

STATE OF NEW HAMPSHIRE

Department of Environmental Services

Richard Berry
6 Hazen Drive
Concord, NH 03301
Phone: (603) 271-3440
Fax: (603) 271-0653
Email: rberry@des.state.nh.us

FEDERALLY RECOGNIZED TRIBES

Indian Township Reservation

William Nicholas
Tribal Governor
Passamaquoddy Tribe of Indians
Indian Township Reservation
PO Box 301
Princeton, ME 04668
Phone: (207) 796-2301
Fax: (207) 796-5256

Martin Dana
Environmental Director
207-796-2301 x234
martindana@passamaquoddy.com

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Pleasant Point Reservation

Richard Doyle
Tribal Governor
Passamaquoddy Tribe of Indians
Pleasant Point Reservation
PO Box 343
Perry, ME 04667
Phone: (207) 853-2600
Fax: (207) 853-6039

Steve Crawford
Environmental Planner
207-853-2600 x 238
stevecrawford@wabanaki.com

ENVIRONMENTAL PROTECTION AGENCY

Art Johnson
Branch Chief
Emergency Planning & Response Branch
1 Congress Street, Suite 1100
Boston, MA 02114-2023
Phone: (617) 918-1251
Fax: (617) 918-1269
Email: johnson.arthur@epa.gov

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

Stephen Lehmann
Scientific Support Coordinator and Trustee Representative
NOAA/ORR/ERD
408 Atlantic Ave
Boston, MA 02210
Phone: (617) 223-8016
Fax: (617) 223-8013
Cell: (206)526-4911
Email: steve.lehmann@noaa.gov

US DEPARTMENT OF STATE

David Hermann
Foreign Affairs Officer
2201 C Street NW
Room 2665
Washington, DC 20520
Phone: (202) 647-3879
Fax: (202) 647-4353
Email: hermanndc@state.gov

**Canada – United States Joint Marine Pollution Contingency Plan
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Alternate: J. Trent Warner, LCDR
US Coast Guard
2201 C Street NW
Room 2665
Washington, DC 20520
Phone: (202) 647-3946
Fax: (202) 647-4353
Email: Warnerjt@state.gov

US DEPARTMENT OF THE INTERIOR

Andrew L. Raddant
Regional Environmental Officer, DOI
Office of Environmental Policy & Compliance
408 Atlantic Ave., Room 142
Boston, MA 02210-3334
Phone: (617) 223-8565
Fax: (617) 223-8569
Email: andrew_raddant@ios.doi.gov

4. United States – Supporting Agencies

Maine Emergency Management Agency

Robert Gardner
Mailing address: 72 State House Station
Augusta, ME 04333-0072
Physical location (for UPS/Fed Ex / DHL)
45 Commerce Drive, Suite 2
Augusta, ME 04330
Phone: (207) 624-4440
Email: robert.s.gardner@maine.gov

Maine Department of Inland Fisheries and Wildlife

Donald Katnik
650 State St.
Bangor, ME 04401
Phone: (207) 941-4455
Fax: (207) 941-4450
Mobile: (207) 356-5138
Oiled Wildlife Hotline: 1-877-OIL-BIRD
Email: donald.katnik@maine.gov

Maine Department of Marine Resources

Seth L. Barker
Bureau of Resource Management
Maine Department of Marine Resources
194 McKown Point Road

**Canada – United States Joint Marine Pollution Contingency Plan
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West Boothbay Harbor, ME 04575

Phone: (207) 633-9507

Mobile: (207) 441-2796

Fax: (207) 633-9579

seth.barker@maine.gov

Bureau of Indian Affairs

Chester McGhee

545 Marriott Drive, Suite 700

Nashville, TN 37214

Phone: (615) 564-6834

Fax: (615) 654-6571

24 Phone: (615) 289-7906

Email: chester.mcghee@bia.gov

Alternate: Keith Bluecloud

Phone: (615) 564-6836

24 Phone: (615) 289-8138

National Park Service

David L. Anderson

Phone: (202) 513-7186

U.S. Fish and Wildlife Service

Timothy Fannin

US Fish and Wildlife Service

300 Westgate Center Drive

Hadley, MA 01035

Phone: (413) 253-8646

Fax: (413) 253-8482

Email: Tim_Fannin@fws.gov

U.S. Department of Health and Human Services

Captain Michael Milner, DHSc(c), PA-C

Regional Health Administrator

Region 1, New England

US Dept of Health and Human Services

JFK Federal Building, Suite 2100

Boston, MA 02203

Phone: (617) 565-4999

Email: mmilner@osophs.dhhs.gov

William Sweet, PhD, DABT

Environmental Health Specialist

Senior Regional Rep

ATSDR, US EPA Region 1

**Canada – United States Joint Marine Pollution Contingency Plan
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1 Congress St., Suite 1100 (HBT)
Boston, MA 02114-2023
Phone: (617) 918-1490
Fax: (617) 918-1494
Email: sweet.william@epa.gov

US Department of Defense

William McGowan
Commander Navy Region Mid Atlantic
9742 Maryland Ave.
Building N46, Floor 3, Room 3208
Norfolk, VA 23511
Phone: (757) 444-6859
Email: william.r.mcgowan@navy.mil

US Department of Labor

Robert Hooper
Assistant Regional Admin for Tech Support
U.S. DOL-OSHA
JFK Federal Building, Room E340
Boston, MA 02203
Phone: (617) 565-9860
Fax: (617) 565-9827
Email: Hooper.robert@dol.gov

US Department of Justice

Peter Flynn
Environmental & Natural Resources Division
Environmental Enforcement Section
US Dept. of Justice, Room 11072
PO Box 7611
1425 NY Ave NW
Benjamin Franklin Station
Washington, DC 20044-7611
Phone: (202) 514-4352
Fax: (202) 616-2427
Email: Peter.Flynn@intmail.usdoj.gov

US Department of Transportation

Terry Sheehan
Region 1 Regional Emergency Transportation Coordinator
Phone: (617) 494-3047
Fax: (617) 494-3260
Email: sheehant@volpe.dot.gov

**Canada – United States Joint Marine Pollution Contingency Plan
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General Services Administration

Michael Stec

Administrative Services

General Services Administration

Room 985, O’Neil Federal Building

Boston, MA 02222

Phone: (617) 565-7142

Fax: (617) 565-7144

Email: michael.stec@gsa.gov

Appendix I. *Joint Information Center / Public Affairs*

1. **General:** The public's perception of the danger posed by a harmful substance incident and the effectiveness of the response effort is often based more on media coverage of the incident than on the response itself. It is imperative that agencies involved in the cleanup operation communicate effectively to the public the measures being taken in response to a spill to galvanize public confidence. Communications with the media must stress protection of the environment from further damage, safety of personnel involved in the cleanup, and measures being taken to protect economic activity and wildlife in the area. It is important that messages are consistent and respond to the foremost concerns of the public. It is equally important that these messages accurately reflect the priorities and activities of all agencies participating in the cleanup.
2. **United States:** U.S. Coast Guard First District Government and Public Affairs (dep), with assistance from the National Strike Force's Public Information Assist Team (PIAT) if necessary, will respond to provide public affairs support to the response management organization. A Joint Information Center manual, created by PIAT, sets a standard for public affairs and information management for the ICS/UC organization.
3. **Canada:** A Canadian model for management of public information activities is under development. Canadian agencies will manage public information activities similar to the principles set in the U.S. JIC model.

CCG OSC will task Communications Branch, Fisheries and Oceans Canada (Maritimes Region), to provide all necessary public information support. Communications Branch (CCG Communications Manager) will assume lead role for coordinating communications activities among participating response agencies, establishing a location from which to manage communications and public information activities, and providing direct support to the CCG OSC in accordance with CCG contingency plans.

Communications/public information support for CCG operations is available on a 24/7 basis, either through the CCG Regional Operations Centre or by contacting the CCG Communications Manager directly at (902) 426-3555 or (902) 483-0399.

3.1. English/French Translation Services

- 3.1.1. **EMO Text Translation Services**: The N.B. Emergency Measures Organization (EMO) has access to Government of New Brunswick text translation services (in-house and private sector). These services are detailed in the *Provincial Emergency Public Information Plan*. To activate the Provincial EPI Plan, EMO contacts Communication New Brunswick (CNB), who helps determine the requirements and assigns/notifies appropriate staff. In this case, EMO/CNB has priority access for translation and support services. Estimated turn-around time for a document is about 1 – 1.5 hours per typical non-technical page. Communication is generally by telephone, fax and/or email. Translators can operate from routine office facilities, or provide mobile assistance.
- 3.1.2. **CNB Text Translation Services**: Communication New Brunswick has basic in-house text translation support for non-technical documents (i.e. brief alerts, advisories, general public instructions, etc.). Staff also can assist in handling French media inquiries.
- 3.1.3. **EMO Simultaneous Interpretation Services**: N.B. EMO has access to simultaneous interpretation services through its Provincial EPI Plan. Notification process is the same as with text translation services. In general, private sector contractors supply the equipment and technicians, while professional interpretation services are provided by provincial government employees and/or freelance and contracted services. Resources are generally available in major cities.

- 3.2. **Other Language Translation**: Other specific oral/written language requirements can be met through an inventory of provincial public servants with specific language skills. In addition, local multicultural organizations can provide assistance in this area.

NOTE: Public Works Canada also has the regional translation service for the federal government and it is based in Moncton, New Brunswick. In the present plan, the provincial Translation Bureau would keep this staff on stand-by to provide back-up and support for an operation expected to be of lengthy duration.

Appendix J. Worker Health, Safety and Compensation

1. General

Worker safety and health and worker compensation in the event of an injury are important considerations when preparing plans for addressing a harmful substance incident. It should be noted that workers coming into the U.S. from Canada to perform work are required to meet the training standards that are set by the U.S. Government for the State of Maine. In addition there is a requirement that site specific health and safety plans be developed prior to initiation of work. There are no similar requirements for U.S. workers going into Canada to perform work. If a worker is injured, there are state, provincial, and federal programs that provide compensation to those workers. A more detailed summary of these issues as well as statutory citations can be found in the following sections.

2. Training

- 2.1. **Canadian Federal and Provincial Training Requirements:** Training requirements for hazardous material responders in Canada have not been prescribed to the same level of detail as found in the United States. There is a general absence of specific training requirements at both federal and provincial levels as existing legislation provides descriptive guidance as opposed to specific direction. [The Canada Labour Code Part II](#), (CLC II), and the associated [Canada Occupational Safety and Health, \(COSH\) regulations](#), describe training requirements for federal government employees in broad terms, primarily in CLC II, Sections 124 to 126. These sections generally require the employer to provide employees appropriate training, tools and protective equipment, to allow them to conduct their work in a safe fashion. For employees working with hazardous or controlled substances, Part X of the COSH regulations require that employees be trained regarding the hazard information contained in the Material Safety Data Sheet (MSDS) for the substance. Employees must also be trained in the proper use of personal protective equipment as prescribed by the MSDS. There are no specific courses, formal qualifications, or minimum hours of training required by the CLC II or COSH regulations, however all training provided to the employee must be documented. United States hazardous materials responders who are trained to their jurisdictional provisions will meet Canadian federal and provincial requirements. United States hazardous materials responders working in Canada should be prepared to provide documentation of their training to appropriate Canadian officials.
- 2.2. **United States Federal and State Training Requirements:** The U.S. Federal requirements [29 CFR 1910.120(q)] for “emergency response workers” and 29 CFR 1910.120(e) for “routine cleanup operations” applies to workers in the state of Maine. For oil spill response, the 2001 “Training Marine Oil Spill Response Workers under OSHA’s Hazardous Waste Operations and Emergency Response Standard” describes position-based training requirements (OHS 3172, online at <http://www.osha.gov/Publications/osha3172.pdf>).

2.2.1. Emergency Response Workers

- First Responder Awareness Level (e.g. State Trooper who provides discovery and notification): Sufficient training or proven experience in competencies specified in the regulation. Annual refresher is required.
- Responder Operations Level (e.g. Responding Fire Company which provides basic control, containment, and/or confinement operations.): (Defensive tactics) A minimum of 8 hours classroom training; or proven experience in competencies specified in the regulation. Annual refresher is required.
- Hazardous Materials Technician (e.g. HAZMAT team member who responds for the purpose of stopping a release or for advanced control, containment and/or confinement operations.): (Offensive tactics) A minimum of 24 hours of classroom training and proven experience in competencies specified in the regulation. Annual refresher is required.
- Hazardous Materials Specialist (e.g. HAZMAT team member who provides support to HAZMAT Materials Technicians and whose duties require a more specific knowledge): A minimum of 24 hours of classroom training, and proven experience in competencies specified in the regulation. Annual refresher is required.
- On-Scene Incident Commander (e.g. Fire Captain or State Patrol Officer who assumes control of the Incident): A minimum of 24 hours of classroom training, and proven experience in competencies specified in the regulation. Annual refresher is required.

2.2.2. Routine Hazardous Materials Spill Cleanup Workers

- Routine Site Cleanup Workers: 40 hours of classroom training; and 24 hours of direct on-site field experience under a trained and experienced supervisor Eight hour annual refresher (U.S. Occupational Safety and Health staff may provide exception for low risk oil cleanup activities - 4 hours classroom training.)
- Supervisors of Routine Site Cleanup Workers: 40 hours of classroom training; and - 24 hours of direct on-site field experience under a trained and experienced supervisor; - 8 hours of hazardous waste management - Eight hour annual refresher.
- Inspectors and Supervisors not working in the hot or decontaminated zone and specified limited task workers: 24 hours of classroom training; and 8 hours of actual field experience under a trained and experienced supervisor; and 8 hours of hazardous waste management Eight hour annual refresher.

3. **Site Safety Plan Requirements:** A written site safety plan should be prepared for all cross border responses prior to post-emergency response action. If separate site safety plans have been prepared by Canadian and United States responders, the safety officers from Canada and the United States will meet to ensure the site safety plans compliment each other and do not conflict. U.S. law requires site safety and health plans; federal requirements apply to response operations in the State of Maine. Site safety plans must be specific to the emergency

or hazardous material site and must address any unique features of the site. The site safety plan should address personnel monitoring, environmental monitoring, hazard identification, pre-entry briefings, site security and decontamination procedures etc. For more detailed information refer to 29 CFR 1920.120(b)

4. Worker Compensation

- 4.1 **Canadian Government**: The Canadian federal government provides benefits to all employees of the federal government and most Crown agencies, except members of the regular forces of the Canadian Forces and the Royal Canadian Mounted Police, under the Government Employees Compensation Act, administered by Human Resources Development Canada. Instead of establishing its own system for compensation and treatment, the government uses the services already available through provincial Workers Compensation Boards. As long as employees are engaged in work for their department or agency at the time of the accident, they are covered by the Act, wherever they may be working, in Canada or abroad. For detailed information see, “Government Employees Compensation Act”.
- 4.2 **Province of New Brunswick**: In New Brunswick (NB), workers compensation is provided through the Workers Compensation Act (and associated Regulations) of New Brunswick. The Act applies to all workers and employers in NB, and also provides automatic extension of coverage if injured outside of NB. NB employees conducting spill response activities in the United States would be covered by the Act. The Act does not provide coverage for employees or agents of either Canadian or American Federal governments. Non-NB employers and workers, who temporarily operate in NB (on an intermittent basis of less than 10 days per year, or continuously up to 15 days per year), are not covered under the Act, if coverage exists from another jurisdiction. U.S. workers responding to spills in NB should check with their State authorities to determine their coverage. NB and foreign volunteers are generally not covered under the Act. However, volunteer firefighters working for a municipality, city, town, village, etc. are covered as are volunteers registered with, and working under the direction of, the NB Provincial Emergency Program. Covered volunteers are provided the same benefits and protection as workers regardless of venue, i.e. inside or outside of New Brunswick.
- 4.3 **United States Government**: The U.S. Government Workers Compensation program is found in the Federal Employee Compensation Act, which is overseen by the Office of Workers Compensation Program in the U.S. Department of Labor. In this program U.S. Government Civil Service workers are covered in both Canada and the U.S. if they are performing work pursuant to their government positions. The level and type of coverage is dependent upon the type of injury and its duration. (Because of the complexity of the law, detailed discussion of the specific provision is omitted.) For detailed information see the “Federal Workers Compensation Act” at 5 U.S.C. Part 8101.

Appendix K. Joint Environmental Team (JET)

1. **Joint Environmental Team Formation:** When CANUSLANT is activated, a Joint Environmental Team will be formed to support of the Incident Command System (ICS) / Response Management System (RMS) described in Section VI. This single team is formed to address the challenges of coordinating scientific, environmental and regulatory advice during an international spill. This team will provide support to the Joint Command or the U.S. Unified Command and the Canadian On-Scene Commander as appropriate to the response structure being employed. The team will also provide the services and support of the Environmental Unit in the ICS and RMS. The advisory function to the Command level of the organization ensures an uninterrupted governmental chain-of-command, a necessary component for many of the Canadian environmental regulatory agencies. The service and support function as the Environmental Unit ensures that these functions described in the ICS and RMS are provided to the response system.
2. **Leadership and Makeup of JET:** The JET will be jointly led by the NOAA Scientific Support Coordinator and the Chair of the Regional Environmental Emergencies Team (REET) or their designates. The JET lead representatives (or their designates) will initiate direct coordination upon plan activation and will provide spokespersons on International Response Zone (IRZ) issues and actions as necessary at command meetings, operational briefings, and media events. Both the Chair of REET and the NOAA SSC will maintain their roles as principal science advisor to their respective lead federal officials in addition to their leadership and coordination roles on the JET.

Multiple representatives from the NOAA and REET organizations may be necessary to ensure that advisory and service/support functions are fulfilled depending on the scale of the incident.

As necessary, the JET will incorporate personnel from the Responsible Party (spiller) scientific advisory team and other governmental and non-governmental personnel (e.g.: academic).

The JET will be assembled from two primary entities, the US Environmental Unit (including the NOAA Scientific Support Team) and the Canadian Atlantic Regional Environmental Emergencies Team (REET). Coordination and information flow between countries within the JET will be the responsibility of the co-chairs.

3. **Defining an International Response Zone.** The first priority of the JET will be to establish an International Response Zone (IRZ). This zone will be defined as an area where protection and treatment decisions in one country can impact the environmental resources of the other country. Where practical, recommendations concerning the IRZ will be made jointly from the JET. Either co-chair will direct the efforts of the JET as they affect the established International Response Zone (IRZ). Activities that affect individual countries, outside the defined IRZ, will be directed by the co-chair of that country, or as determined by the lead federal official for the respective country.

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4. **JET Location:** Where practical, it is advisable that the JET co-locate their support personnel, even when it is less practical for the Joint Command to do the same. In such a circumstance, deputy JET Leaders may be required. Where such co-location is impractical, electronic communications between the JET Leaders will be established and periodic meetings will be encouraged.

Appendix L. Alternative Response Technologies

1. **Dispersants**

1.1 **Joint Decisions**

Use of dispersants or other chemicals in a cross border spill in situations where the countermeasure may affect the other country will be a joint decision, subject to the approval and decision requirements of each country. The JRT, JET, and other joint bodies established during an incident can assist in ensuring a consistent decision making process is applied to both sides of the border.

1.2 **Canada**

1.2.1 **General:** In Atlantic Canada, approval to use dispersants must be obtained from Environment Canada (EC) prior to application because their use is regulated by the [Fisheries Act](#). As there are other pieces of legislation relating to dispersant use, EC will consult with its REET partners prior to giving final approval. Requests can be made 24 hours a day to EC through the 1-800-565-1633 spill reporting network. If permission is granted, only an EC approved dispersants can be used.

1.2.2 **Listed Treating Agents:** Agents approved by Environment Canada as of March 1998:

- COREXIT 9500;
- COREXIT 9527;
- COREXIT 9550;
- COREXIT CRX-8;
- Drew Dispersant LT;
- ENERSPERSE 1100X;
- ENERSPERSE 700;
- GAMELIN 2000;
- OILSPERSE 43; and
- SLICKGONE LT.

1.3 **United States**

1.3.1 **General:** The use of dispersants is regulated by Subpart J of the National Contingency Plan (40 CFR 300.900). In absence of pre-authorization agreements, the decision to use dispersants and other chemicals is made by the On-Scene Coordinator with the concurrence of the RRT representatives from the EPA, Coast Guard, and states with jurisdiction over the waters threatened by the discharge, and in consultation with the Department of Commerce and Department of the Interior natural resource trustees. The OSC can draw on the RRT coordinator at D1 (drm) to assist in gaining approval. Dispersants or chemicals used must be on the National Contingency Plan Product Schedule described at 40

CFR 300.905. If use of chemicals will, in the judgment of the OSC, eliminate or substantially reduce a threat to human life, any product may be used without further consultation or concurrence.

- 1.3.2 **Plan / Preauthorization:** Refer to Section 4720, Chemical Countermeasures, in the Maine and New Hampshire Area Plan, for the established a pre-authorization agreement that streamlines the approval process for dispersants and other chemical countermeasures, available at <http://homeport.uscg.mil/northernnewengland>. Subject to a series of protocols, the decision rests with the Federal On-Scene Coordinator in consultation with the State On-Scene Coordinator(s) beyond 0.5 nm from the Territorial Sea Baseline (generally the shoreline, excluding bays and coves); the Department of the Interior must also be consulted or concur out to 2 nm, as described in the agreement.
- 1.3.3 **Listed Products:** Dispersants listed on the current product schedule are available at <http://www.epa.gov/emergencies/content/ncp/>. Only the COREXIT formulations were considered by the Natural Resource Trustees in evaluating potential impacts to endangered species, so other formulations require case-by-case consultation.

2. In Situ Burning

2.1. Joint Decisions

Use of in situ burning in a cross border spill in situations where the countermeasure may affect the other country will be a joint decision, subject to the approval and decision requirements of each country. The JRT, JET, and other joint bodies established during an incident can assist in ensuring a consistent decision making process is applied to both sides of the border.

2.2. Canada

2.2.1. **General:** In Atlantic Canada, prior approval to carry out in-situ burning during oil spills must be obtained from REET because both federal and provincial legislations may apply. Requests can be made 24 hours a day to EC through the 1-800-565-1633 spill reporting network. The party or organization requesting permission should develop a plan for the burn, and monitoring of the potential effects of a burn may also be required.

2.3. United States

2.3.1. **General:** The use of in situ burning in concert with burning agents to enhance the flammability of the product, is regulated in the same way as dispersants and other chemical countermeasures by Subpart J of the National Contingency Plan (40 CFR 300.900). If the oil is ignitable and no burning agents are used, under the NCP it is not differentiated from other countermeasures, made by the unified command in consultation with the natural resource trustees. Other regulations do

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apply, notably the air emissions are regulated by State Implementation Plans under the Clean Air Act.

- 2.3.2. **Plan / Preauthorization:** Refer to Section 4600 of the ME/NH Area Contingency Plan at <http://homeport.uscg.mil/northernnewengland>, which incorporates the Region I ISB Memorandum of Understanding. Under the Region I memorandum, the in situ burning decision belongs to the Federal On-Scene Coordinator outside 6 miles (Maine has requested consultation on the decision to 12 miles), and the State and Federal On-Scene Coordinator outside 1 mile, subject to a series of protocols. Additionally, the State of Maine On-Scene Coordinator has a Memorandum of Agreement with the State Bureau of Air Quality Control allowing the State On-Scene Coordinator to authorize in situ burns for oil removal throughout the state.

Appendix M. International Emergency Management Assistance Memorandum of Understanding

3. The International Emergency Management Assistance Memorandum of Understanding (IEMAMOU) is an agreement on mutual aid among the New England States, the Atlantic Provinces and Québec. The document makes provision for such things as:
- recognition of professional, mechanical and other skills;
 - liability and immunity;
 - compensation and death benefits; and
 - reimbursement.

3.1 The following paragraphs are extracts from the MOU, the complete text of which can be found at <http://www.iemg-gigu-web.org/mou-e.asp>.

3.1.1 **Request for assistance**: The authorized representative of a party jurisdiction may request assistance of another party jurisdiction by contacting the authorized representative of that jurisdiction. These provisions only apply to requests for assistance made by and to authorized representatives. Requests may be verbal or in writing. If verbal, the request must be confirmed in writing within 15 days of the verbal request.

3.1.2 **Consultation among party jurisdiction officials**: There shall be frequent consultation among the party jurisdiction officials who have assigned emergency management responsibilities, such officials collectively known hereinafter as the International Emergency Management Group (IEMG).

3.1.3 **Licenses and Permits - Article V**

Whenever a person holds a license, certificate or other permit issued by any jurisdiction party to the compact evidencing the meeting of qualifications for professional, mechanical or other skills, and when such assistance is requested by the receiving party jurisdiction, such person is deemed to be licensed, certified or permitted by the jurisdiction requesting assistance to render aid involving such skill to meet an emergency or disaster, subject to such limitations and conditions as the requesting jurisdiction prescribes by executive order or otherwise.

3.1.4 **Liability - Article VI**

Any person or entities of a party jurisdiction rendering aid in another jurisdiction pursuant to this compact are considered agents of the requesting jurisdiction for tort liability and immunity purposes. Any person or entity rendering aid in another jurisdiction pursuant to this compact are not liable on account of any act or omission in good faith on the part of such forces while so engaged or on account of the maintenance or use of any equipment or supplies in connection therewith. Good faith in this article does not include wilful misconduct, gross negligence or recklessness.

3.1.5 **Workers' Compensation and Death Benefits - Article VIII**

Each party jurisdiction shall provide, in accordance with its own laws, for the payment of workers' compensation and death benefits to injured members of the emergency forces of that jurisdiction and to representatives of deceased members of those forces if the members sustain injuries or are killed while rendering aid pursuant to this compact, in the same manner and on the same terms as if the injury or death were sustained within their own jurisdiction.

3.1.6 **Reimbursement - Article IX**

Any party jurisdiction rendering aid in another jurisdiction pursuant to this compact shall, if requested, be reimbursed by the party jurisdiction receiving such aid for any loss or damage to or expense incurred in the operation of any equipment and the provision of any service in answering a request for aid and for the costs incurred in connection with those requests. An aiding party jurisdiction may assume in whole or in part any such loss, damage, expense or other cost or may loan such equipment or donate such services to the receiving party jurisdiction without charge or cost. Any two or more party jurisdictions may enter into supplementary agreements establishing a different allocation of costs among those jurisdictions. Expenses under article VIII are not reimbursable under this section.

Appendix N. First Nations / Federally Recognized Tribes

1. General

The Atlantic Geographic Annex (CANUSLANT) recognizes the rights of Canadian Aboriginal people and U.S. Tribes, and provides for their participation when their lands are threatened or impacted.

2. Canada

In conducting response activities on reserve lands, culture significant lands, and First Nation treaty settlement lands, Canadian Coast Guard Maritimes will involve First Nations people as it will other agencies with relevant jurisdiction relating to a marine pollution incident. Canadian Coast Guard Maritimes recognizes the existence of both First Nations and Treaty rights as defined in [Section 35 of the Canadian Constitution Act, 1982](#). In addition, Canadian Coast Guard Maritimes supports the Government of [Canada's Inherent Right Policy \(1995\)](#) that established a new government-to-government relationship with First Nations governments within the Canadian constitutional framework.

2.1. Canadian Government Contacts:

Fisheries and Oceans Canada
Aboriginal Program Coordinator

Fisheries and Oceans Canada
Aboriginal Program Manager
Main Street
Yarmouth, NS, B0W 1G0
Tel: (902) 742-6827
Fax: (902) 742-6893

Indian and Northern Affairs Canada
Lands and Trust Services
Atlantic Region
PO Box 160
Amherst, NS, B4H 3Z3
Tel: (902) 661-6368
Fax: (902) 661-6237

2.2. Canadian First Nations Contacts:

Maliseet Nation at Tobique
13156 Route 105
Tobique First Nation, NB E7H 5M7
Tel: (506) 273-5400; 273-5490; 273-5499
Fax: (506) 273-3035

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Maliseet Nation at Woodstock
Woodstock Indian Nation
3 Wulastook Court
Woodstock First Nation, NB E7M 4K6
Tel: (506) 328-3303
Fax: (506) 328-2420

Maliseet Nation at Saint Mary's
Council of Saint Mary's Band
35 Dedham Street
Fredericton, NB E3A 2V2
Tel: (506) 458-9511
Fax: (506) 452-2763

Maliseet Nation at Kingsclear
Council of Kingsclear Band
77 French Village Road
Kingsclear First Nation, NB E3E 1K3
Tel: (506) 363-3028, 363-3029
Fax: (506) 363-4324

Maliseet Nation at Oromocto
Council of Oromocto Band
PO Box 417
Oromocto, NB E2V 2J2
Tel: (506) 357-2083
Fax: (506) 357-2628

Acadia First Nation
Council of Acadia Band
RR # 4, Box 5914C
Yarmouth, NS B5A 4A8
Tel: (902) 742-0257
Fax: (902) 742-8854

Annapolis Valley First Nation
Council of Annapolis Valley Band
PO Box 89
Cambridge Station, NS B0P 1G0
Tel: (902) 538-7149
Fax: (902) 538-7734

Bear River First Nation
Council of Bear River Band
PO Box 210

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Bear River, NS B0S 1B0

Glooscap First Nation
Council of Glooscap First Nation
PO Box 449
Hantsport, NS B0P 1P0
Tel: 684-9788
Fax: 684-9890

3. United States

The Department of Homeland Security, U.S. Coast Guard, will notify, coordinate and consult with, and involve Native American tribal governments in its decision making relating to a marine pollution incident affecting or potentially affecting Native American Tribes.

The United States' fiduciary trust responsibilities and Government-to-Government relationship with Native American tribal governments are found in the U.S. Constitution, statute, treaties, judicial decisions, executive orders and policies. The Department of Homeland Security, U.S. Coast Guard, will undertake its response actions consistent with these policies, including but not limited to how these policies are expressed in the National Response Plan, National Contingency Plan, Clean Water Act, Comprehensive Environmental Response Compensation and Liability Act, National Historic Preservation Act, and Native American Graves Protection and Repatriation Act.

3.1. United States Government Contacts:

U.S. Department of the Interior
Office of Environmental Policy and Compliance
408 Atlantic Avenue, Room 142
Boston, MA 02210-3334
Tel: (617) 223-8565
Fax: (617) 223-8569

Bureau of Indian Affairs
Eastern Regional Office
711 Stewarts Ferry Pike
Nashville, TN 37214
Tel: (615) 467-1700 or 467-1568
Fax: (615) 467-2939

3.2. U.S. Native American Tribal Government Contacts

Passamaquoddy Tribe, Pleasant Point
PO Box 343
Perry, ME 04667
Tel: (207) 854-2600
Fax: (207) 853-6039

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Passamaquoddy Tribe, Indian Township
PO Box 301
Princetown, ME 04668
Tel: (207) 796-2301
Fax: (207) 796-5256

Penobscot Indian Nation
6 River Road
Indian Island
Old Town, ME 04668
Tel: (207) 827-7776
Fax: (207) 827-1137

Houlton Band of Maliseet Indians
88 Bell Road
Littleton, ME
Tel: (207) 532-4273

Aroostook Band of Micmacs
7 Northern Road
Presque Isle, ME 04769
Tel: (207) 764-1972
Fax (207) 764-7667

Appendix O. *Places of Refuge*

1. General:

In November 2003, the International Maritime Organization (IMO) Assembly adopted two resolutions addressing the issue of places of refuge (POR) for ships in distress - an important step in assisting those involved in incidents that may lead to the need for a place of refuge to make the right decisions at the right time.

The purpose of the IMO Guidelines is to provide Member Governments, shipmasters, companies, and salvors with a framework enabling them to respond effectively and in such a way that, in any given situation, the efforts of the shipmaster and shipping company concerned and the efforts of the government authorities involved are complementary. In particular, an attempt has been made to arrive at a common framework for assessing the situation of ships in need of assistance.

Taking into account IMO Resolution A.949 (23), the U.S. and Canadian governments both created decision-making tools that allow Transport Canada (TC) officials and U.S. Coast Guard (USCG) Captains of the Port (COTPs) the ability to provide effective and efficient responses to requests from ships requesting a place of refuge. TC officials and USCG COTPs can reference three separate but complementary POR decision-making tools for coordinating joint responses to a vessel requesting a place of refuge. If providing a Place of Refuge is the best course of action both countries shall jointly explore the best options available. For options considering locations in Canadian territory the National Places of Refuge Contingency Plan and the Atlantic Annex (PORCP) will be used to assess potential places of refuge. For options considering locations within United States, the U.S. Coast Guard Places of Refuge Policy/ NRT Guidelines for Places of Refuge Decision Making guide will be used to assess potential places of refuge. Once potential places of refuge have been identified; the most suitable location, Canadian or U.S., will be chosen jointly by TC officials and the cognizant USCG COTP.

2. CANADA:

National Places of Refuge Contingency Plan (PORCP): Transport Canada is the lead agency for decisions related to a ship in need of assistance and requesting a place of refuge. As such, Transport Canada is responsible for ensuring the IMO Guidelines are taken into account and implemented to the extent possible.

The purpose of the (PORCP) is to establish a national framework and approach which, with associated regional measures, will provide for an effective and efficient response to requests from ships in need of assistance seeking a place of refuge.

The PORCP will help to ensure that a consistent approach is taken across the country to putting in place an effective response plan that will meet both Canada's national and international responsibilities.

The PORCP provides a decision-making risk assessment tool for Transport Canada Marine Safety Regional Directors which will help to ensure that a thorough and balanced assessment of the risks are made and the best risk control strategy can be decided on and implemented in a timely and safe manner.

The PORCP takes into account International Maritime Organization (IMO) Resolution A.949(23) “Guidelines on Places of Refuge for Ships in Need of Assistance.” The National Places of Refuge Contingency Plan can be downloaded from the Transport Canada website at <http://www.tc.gc.ca/MarineSafety/tp/tp14707/menu.htm>

3. UNITED STATES:

The U.S. Coast Guard Places of Refuge Policy (COMDTINST 16451.9) provides policy guidance, a sample checklist, and a risk assessment job aid to field commanders, Area Committees, and Regional Response Teams (RRTs) to aid in preparing for and responding to a vessel requesting a place of refuge, or similar events in which a vessel, not in need of immediate Search and Rescue (SAR) assistance, may pose a variety of risks to a port or coastal area. The Instruction focuses primarily on the decision process of selecting the lowest risk Place of Refuge option for a stricken vessel. In any such situation, Operational Commanders will also be conducting other, simultaneous operations, including, but not limited to, developing transit plans, staging pollution, fire, and/or hazmat response equipment, and addressing any security concerns. The U.S. Coast Guard Places of Refuge Policy can be downloaded from the U.S. Coast Guard Directives website at www.uscg.mil/directives/ci/16000-16999/CI_16451_9.PDF

The purpose of the NRT Guidelines for Places of Refuge Decision-Making (Guidelines2) is to provide:

- An incident-specific decision-making process (Appendix 1) to assist U.S. Coast Guard (USCG) Captains of the Port (COTPs) in deciding whether a vessel needs to be moved to a place of refuge and, if so, which place of refuge to use; and
- A framework for developing pre-incident identification of potential places of refuge for inclusion in appropriate Area Contingency Plans (ACPs)

The Guidelines address places of refuge decision-making in waters subject to U.S. jurisdiction. They are consistent with the December 2003 International Maritime Organization “Guidelines on Places of Refuge for Ships in Need of Assistance” and USCG Commandant Instruction 16451.9, “U.S. Coast Guard Places of Refuge Policy.”

The Guidelines provide COTPs with a process that will help (1) expedite place of refuge decision-making, and (2) ensure stakeholders and other technical experts are consulted as appropriate. This in turn, helps ensure that COTPs have appropriate input, and the best available information, prior to making a place of refuge decision. The NRT Guidelines for Places of Refuge Decision Making can be downloaded from the National Response Team website at: <http://www.nrt.org/production/NRT/NRTWeb.nsf/PagesByLevelCat/Level2TA?Opendocument>

Appendix P. Wildlife Response Guidelines

Natural Resource Agencies from Canada and the United States have developed a Wildlife Response Operational Appendix, referred to as the CANUSLANT Wildlife Response Guidelines. This appendix provides guidance to wildlife resource agency representatives in coordinating or conducting response activities for wildlife that are oiled or potentially-oiled when the CANUSLANT annex is activated.

The CANUSLANT Wildlife Response Guidelines were designed to facilitate the initiation and conduct of selected wildlife-related response activities to help ensure that those activities are conducted in a timely, efficient, and coordinated manner.

The CANUSLANT Wildlife Response Guidelines are fully incorporated into the Atlantic Geographic Annex, but will be distributed as a standalone Appendix both in paper and electronic forms on the [JRT website, Plans page](#), due to the extensive documentation contained in the Guidelines.

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