

Canada



United States



Joint Marine Pollution Contingency Plan

Atlantic Operational Supplement

CANUSLANT



A Plan for Response to
Oil and Hazardous Material Spills
Along the Atlantic Border Between
Canada and the United States



Canadian Coast Guard
Maritimes Region

<http://www.gov.nb.ca/canuslant/english.htm>



United States Coast Guard
First District

<http://www.uscg.mil/d1/staff/m/>

WORKING DRAFT



Joint Marine Pollution Contingency Plan

**ATLANTIC OPERATIONAL SUPPLEMENT
(CANUSLANT)**

LETTER OF PROMULGATION

In 1999 the Commissioner of the Canadian Coast Guard and the Commandant of the United States Coast Guard signed the revised Canada-United States Joint Marine Pollution Contingency Plan (JMPCP), superceding the 1984 revised JMPCP and any other agreement pursuant to the 1984 plan. The JMPCP 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 JMPCP the responsibility for development of five operational supplements for areas to which the JMPCP applies are assigned to the responsible Regional Directors, Canadian Coast Guard and District Commanders, United States Coast Guard. CANUSLANT is the supplement 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 and/or the environment. The government's role will be in accordance with a tiered level response as additional resources and expertise is required. CANUSLANT does not supercede 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 supplement will be reviewed on an annual basis by both parties and amended as required.  This supplement supersedes and replaces the 1994 edition. The Atlantic Operational Supplement is hereby approved for implementation.

For the Canadian Coast Guard

For the United States Coast Guard

Director General
Canadian Coast Guard
Date Signed: _____

Commander, First Coast Guard District
United States Coast Guard
Date Signed: _____

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**CANADA - UNITED STATES
JOINT MARINE POLLUTION CONTINGENCY PLAN
ATLANTIC OPERATIONAL SUPPLEMENT**

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Section I. PURPOSE

- A.** CANUSLANT has been developed pursuant to the Canada-United States Joint Marine Pollution Contingency Plan (JMPCP), a cooperative “bridge” mechanism between the United States and Canada for preparedness and response to spills and releases of oil and hazardous substances in the contiguous waters of interest. The JMPCP 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 plan supplements for the JMPCP for each region.
- B.** This supplement sets provisions for a coordinated and integrated response by the Canadian Coast Guard, Maritimes Region, and the United States Coast Guard, First District to pollution incidents which affect or threaten to affect their respective areas of responsibility. It assists federal, state/provincial, local responders and Tribal/Aboriginal people to mitigate the effects of oil and hazardous materials spills on human health and safety, environment and property by providing for a coordinated and integrated response to environmental emergency incidents on either side of the Canada/USA border. CANUSLANT also applies when only one country is affected by a pollution incident, if the incident is of sufficient magnitude to require assistance from the other country
- C.** CANUSLANT may be invoked when an accidental or unauthorized release of oil or hazardous substances, pollutants or contaminants 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. The supplement specifies the process, which would be used to activate federal government response on either side of the border, and to facilitate an effective joint response with state/provincial, local, and, where appropriate, Tribal/Aboriginal people.
- D.** This plan will also identify a tiered response effort which presents options for elevating joint response efforts by the Canadian and United States On-Scene Coordinators (OSCs) and the creation of a Joint Command Post in support of a Unified Command.
- E.** The Primary Objectives of CANUSLANT are to:
- provide an international coordination mechanism between responders in Canada and the USA to ensure an effective coordinated response to cross border spills, establish a Canada-United States Regional Joint Preparedness Team (JPT) under co-leadership of CCG and USCG, and when necessary establish a joint Canada-US Command Center;
 - ensure timely and accurate notification of cross border incidents to federal, state/provincial, Tribal/Aboriginal people and local authorities;

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- ensure timely and accurate flow of information between responders in both countries;
- facilitate safe and timely movement of personnel, equipment and supplies across the Canada-US border;
- ensure coordinated and timely flow of information to the public and media.
- Complement the Canada – United States Joint Inland Pollution Contingency Plan, July 1994, and its CANUSEAST operational supplement

Section II. AREA OF COVERAGE

- A.** For the purposes of this plan, each party shall be responsible for its internal waters. Seaward, the respective areas of responsibility will follow the Canadian - United States Maritime boundary as described in the Canada-United States Joint Marine Pollution Contingency Plan section 104.1, including Lake Champlain.

- B.** This supplement applies to the waters under the national jurisdiction of each party, of and along the Bay of Fundy and the Gulf of Maine seaward to Latitude 42°55' 00" N, Longitude 65° 41' 59" W, thence north along a bearing of 000° T to the Canadian shoreline

Section III. RESPONSIBILITY

A. Authority for Response:

1. United States Federal On-Scene Coordinator (FOSC):
 - a. 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 JMPCP section 102.11.
 - b. The Captain of the Port (COTP) Portland, Maine has been designated by the U.S. Coast Guard as the predesignated Federal On-Scene Coordinator for the COTP Portland, Maine zone as identified in 33 CFR 3.05-15.
 - c. The First Coast Guard District Marine Safety Division Chief provides support and assistance to the FOSC, while serving as co-chair for the Joint Preparedness Team (JPT), and the co-chair for the U.S. Region I and Region II Response Team along with co-chairs from U.S. Environmental Protection Agency Region I and Region II offices.
2. Canadian On-Scene Commander:
 - a. Canadian On-Scene Commanders are designated by the Regional Directors. The authority for the Canadian On Scene Commander is given in a Response Order signed by the Commissioner, Canadian Coast Guard at the time of the incident. This response order is issued to an individual and, respecting a particular incident, states: "Pursuant to sections 677 and 678 of the Canada Shipping Act, I, the undersigned, direct you to take or cause to be taken such measures as you deem necessary to prevent, repair, remedy or minimize pollution damage from the above mentioned ship, including measures in anticipation of a discharge of a pollutant from the said ship." See JMPCP section 102.10.
 - b. 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. See section 102.5.
 - c. The Regional Director, Canadian Coast Guard Maritimes provides support and assistance to the OSC while serving as co-chair for the JPT.

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

Regional Director
Canadian Coast Guard - Maritimes
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8
(902) 426-2940 (fax -0711)

Commander (m)
First Coast Guard District
408 Atlantic Avenue
Boston, MA 02110-3350
(617) 223-8125 (fax -8094)

Section IV. PLAN REVIEW AND UPDATE

- A. Review.** The CCG and the USCG members of the Joint Preparedness Team (JPT) will semiannually review this plan in association with quarterly alerting exercises, annual table-top and equipment deployment exercises, and the triennial CANUSLANT Area exercise.
- B. Amendments.** As per guidance contained in the “Administration” section of the JMPCP.
- C. Revision Record.**
1. Upon receiving a revision transmittal, please ensure that its number is next in sequence to the previous issue, process the amendments according to the transmittal instructions and indicate your completion of the change on the following revision record (see figure form 1, immediately following this page.).
 2. Should there be any discrepancies or questions please contact the Canadian Coast Guard, Regional Director, Canadian Coast Guard or the Commander, First U.S. Coast Guard District at the address listed for each in section III of this supplement.
- D. Revision Acknowledgement.**
1. Each revision will be accompanied by an acknowledgement form (see figure form 2 that follows). This is sent to ensure that each copy of the JMPCP - Atlantic Operational Supplement in circulation is kept up-to-date with a complete set of revisions. Please complete the acknowledgment form upon receipt and return it to the Regional Director, Canadian Coast Guard - Maritimes or U.S. Coast Guard as appropriate.
 2.  **holders who do not maintain their plans up-to-date will be removed from the distribution list.**
- E. Revision Requests.** All requests or suggestions for revision to this supplement should be forwarded to the the Regional Director, Canadian Coast Guard - Maritimes or the Commander, First U.S. Coast Guard District at the address listed for each in section III of this supplement as appropriate.

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Figure 1 - Form 1 - Revision Record

TRANSMITTAL NUMBER	DATE ISSUED	DATE ENTERED	ENTERED BY: Signature
1			
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Figure 2 - Form 2 - Acknowledgement Form

MEMORANDUM

To: ALL HOLDERS: CANADA – UNITED STATES JOINT MARINE POLLUTION CONTINGENCY PLAN, ATLANTIC OPERATIONAL SUPPLEMENT

From: Regional Director, Canadian Coast Guard - Maritimes
Commander, United States Coast Guard First District

Date: _____

Subject: JOINT CONTINGENCY PLAN REVISIONS

Transmittal Number	#
Revision Date	
Date Last Revised	

Attached are revisions to the Joint Marine Pollution Contingency Plan - Atlantic Operational Supplement. A description of the changes made and if appropriate, the reason for the changes is included.

Please endeavour to recycle the old pages.

In order to continue receiving revisions, please complete the following acknowledgement of receipt and return to the undersigned.

Regional Director
Canadian Coast Guard - Maritimes

Commander
First Coast Guard District

To:Regional Director
Canadian Coast Guard – Maritimes
P.O. Box 1000
Dartmouth, N.S. B2Y 3Z8

Commander (m)
First Coast Guard District
408 Atlantic Avenue
Boston, MA 02110

From:

I hereby acknowledge receipt of the revision of the Joint Marine Pollution Contingency Plan - Atlantic Operational Supplement, Transmittal # _____.

Signature

Date

Section V. PATTERN OF RESPONSE

- A. This annex addresses situations in which a pollution incident has the capacity to adversely affect the United States and Canada.
1. 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 oil spills or spills 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 \(NCP\) \(Codified in regulation 40 CFR 300\)](#)
 - Region I Regional Contingency Plans (RCP)
 - [Maine – New Hampshire Area Contingency Plan \(ACP\)](#)
 - First Coast Guard District Contingency Response Plan (OPLAN 9710-95)
 - U.S. [Federal Response Plan \(FRP\)](#)
 - Canada-United States Joint Marine Pollution Contingency Plan
 - Canada-United States Joint Inland Pollution Contingency Plan
 - Local plans developed by Local Emergency Planning Committees (LEPCs)
 2. 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, Section XV and Section XVI, most recently amended by Bill C-15 which received Royal Assent on Thursday, June 11, 1998. The CCG is the lead agency for spills from ships in waters of Canadian interest, mystery spills and for spills from any source originating in foreign waters where it crosses into Canadian waters. The CCG Marine Spill Contingency Plan, National Chapter, Section 5 sets out the duties of the FMO and the FMO's response procedures. In an incident the following contingency plans apply:
 - CCG Marine Spill Contingency Plan – National Contingency Chapter
 - CCG Marine Spill Contingency Plan – Maritime Region Chapter
 - CCG Marine Spill Contingency Plan – New Brunswick Area Chapter
 - Canada – United States Joint Marine Pollution Contingency Plan
 - Community Contingency Plans for [Deer Island](#), [Western Charlotte County](#), [Eastern Charlotte County](#), and [Grand Manan](#)

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- B.** It is always intended that the polluter or Responsible Party (RP) will take full responsibility, both operational and financial, for the response to a spill. Government will oversee the response, and if the response is inadequate in protecting human health, property, and the environment, then government authorities will direct the response operations in accordance with applicable legislation. The government response to the incident will be led first by the local or community level, followed by the state/provincial level and/or Tribal/Aboriginal people level and finally the federal level as additional resources and expertise are required. If the spill exceeds the capacity of the local responders, requests for assistance may be made to the state or provincial agencies. If the spill exceeds the state/ provincial or Tribal/Aboriginal people capability, requests for assistance may then be made to the federal level. However, where legislative authority exists, the federal government may assume command of the response without a request.
- C.** CANUSLANT Operational Supplement Invocation/Revocation. Per section 302 of the JMPCP.
1. Whenever a spill occurs at or near the Canada/U.S. border and it is beyond the response capability of local, state/provincial, and Tribal/Aboriginal people response capabilities, consideration by either the Federal Monitoring Officer/On-scene Commander/Coordinator, CCG Regional Director or USCG District Commander will be given to activating the JMPCP and its Atlantic Operational Supplement (CANUSLANT), and the Joint Preparedness Team (JPT) and the Joint Environmental Emergency Response Team (JEERT).
 - a. The JPT is made up of members of the U.S Regional Response Team (RRT) and the Canadian Regional Environmental Emergency Team (REET). Both the RRT and REET are federally coordinated structures which provide support to FOSC/OSC/FMO spill response actions. See sections 102.8 and 405 of the JMPCP.
 - b. The JEERT provides advice and support to the U.S. FOSC and Canadian OSC/FMO and the JPT. The JEERT provides a mechanism for the provision of consolidated, coordinated, comprehensive environmental information and advice concerning environmental impacts, resource sensitivities, environmental forecasting, cleanup techniques, priorities, and other matters which affect or risk environmental quality. See I.Annex N:I.Annex N:.
 2. CANUSLANT would be activated under the following circumstances: a significant pollution incident in one country which is accompanied by a substantial threat of impacting the other country; and/or an incident of sufficient magnitude which makes a request for assistance necessary from state/provincial, Tribal/Aboriginal people or local responders. (Note, the terms “significant” and “sufficient” as used in this paragraph are left to the discretion of the requesting organization, but in general they would imply incidents beyond the response capabilities of local, state/provincial, and

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Tribal/Aboriginal people.)

3. CANUSLANT can be verbally invoked (and revoked) by either the FMO/On-Scene Commander/On-Scene Coordinator, Regional Director or District Commander. When the decision is made to activate CANUSLANT the JPT Co-chairs will notify JPT 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/Aboriginal people authorities prior to invoking CANUSLANT. It is preferable that the decision to invoke CANUSLANT be preceded by a verbal or written request for assistance from a state or provincial government or a Tribal government/Aboriginal people; however, CCG and USCG retain the right to activate CANUSLANT without a prior request. It is suggested that a written record of the decision to invoke 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 JPT Co-chairs to ensure that the members of other appropriate agencies are informed that CANUSLANT has been invoked.

D. Justifications for a joint response effort are as follows:

1. A high likelihood exists for cross border impact from pollution.
2. Where actions or inaction on one side of the border may impact the shores or waters of the other country.
3. Where the response on one side of the border results in a mutual aid response with the non-origin country providing resources to assist the origin country OSC.

E. Based on the above premises, there are five levels of response identified as follows:

1. **Level I:** An incident occurs with no chance of cross border impact, notification of non-origin OSC not required. This indicates that the pollution incident does not satisfy justification for a joint response.
2. **Level II:** An incident occurs, little probability of cross border impact. Notification of non-origin OSC. Maintain a communications schedule as needed.
3. **Level III:** A situation where a pollution incident occurs on one side of the international border and the spill has a high possibility of impact but is not an immediate threat to the non-origin country. Notification of non-origin OSC. The non-origin OSC will send a liaison officer to the spill origin OSC's command post. See **Figure 3 - Level III Joint Command Post.**

Level IV: A proactive response situation where the non-origin OSC not only provides a liaison officer, but also provides personnel, equipment and other support to augment the origin

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OSC's spill response while the spill is still in the origin country's borders. **See**

4. **Figure 4 - Level IV Joint Command Post.**

5. **Level V:** A response where both OSC's have pollution impacting or will immediately impact their **respective** area of responsibility. Both OSC's have mobilized their response resources and are actively conducting a pollution response. Depending on the size, location, type of oil and other variables related to a spill, a unified command post may be established. Under the Level V option, three command structures may be utilized. These options are:

Option One: A Level V, Option One response would involve both OSC's and other federal environment agency representatives traveling to one location to establish a Unified Command Post to be located near the main spill/response area. Located at the command post would be the OSC's, representatives from New Brunswick, the State of Maine, and the RP or polluter. This option provides for the most direct communication possible between the OSC's, RP or polluter, and local officials to facilitate joint decision making. **See**

a. **Figure 5 - Level V, Option I: Joint Command Post.**

- b. **Option Two:** A Level V, Option Two response would involve two command posts, located in each responding country. The command post will have the same internal staffing as a non-international spill. Both OSC's will exchange liaison officers, and set up a communications exchange for the OSC's and the Joint Information Center Officers. The responsible party will be advised that it would be advantageous to send a representative to both command posts. Due to the proximity of the respective countries OSC's personnel to the spill site, this option can be ramped up to an Option One response with some rapidity. **See Figure 6 - Level V, Option II: Individual Command Post.**

- c. **Option Three:** A Level V Option III response is a three command post response. This response would involve a command post in each responding country with an exchange of liaison officers, and a responsible party or polluter representative in each country. The third command post would be a logistics and financial center operated by the responsible party or polluter. A representative from both OSC's would be present in the third command post to advise their respective OSC's on the responsible party or polluter's actions. **See Figure 7 - Level V, Option III: Individual Command & Financial / Logistics Posts.**

Section VI. ORGANIZATIONAL STRUCTURE

An Incident Command System (ICS) and Unified Command (UC) based on the United States National Interagency Incident Management System (NIIMS) will be used to manage the incident should it originate in U.S. territorial waters. Canada utilizes a Response Management System (RMS) in such an incident and would use this system should an incident originate in Canadian territorial waters. This RMS system uses elements of the NIIMS system combined with Canadian specific documents in order to track an incident. Either country can use its own system to manage an incident response as the two systems are intended to complement one another.

- A.** The ICS will be made up of five major functional sections: Incident Command (IC); Operations; Planning; Logistics; and Finance/Administration. The IC's Command Staff consists of a Safety Officer, a Liaison Officer, a Legal Officer and an Information Officer.

- B.** The UC, when activated, may be made up of the United States Federal On-Scene Coordinator (FOSC) and the Canadian On-Scene Commander (OSC), the State On-Scene Coordinator (SOSC), the Provincial On-Scene Coordinator (POSC), the local On-Scene Coordinator (LOSC), the Responsible Party On-Scene Coordinator (RPOSC) and where appropriate United States Tribal On-Scene Coordinator (TOSC) and/or Aboriginal people On-Scene Coordinator (AOSC). The members of the UC will operate within the framework and constraints of the applicable federal, state, and provincial laws. The decision-making process in the UC will strive for consensus; however, when consensus cannot be reached, the US organizations and the Canadian organizations in the UC will operate under their respective legislative mandates and standard operating procedures to make final decisions related to activities in their respective countries.

- C.** The organizational structures and their support staff and resources are as follows:

United States: On-Scene Coordinators:

1. Federal On-Scene Coordinator:

Commander Roy Nash, Commanding Officer, USCG Marine Safety Office
Portland, Maine. Phone (24 hours) 207-780-3251; Fax: 207-780-3567. Mailing
Address: Commanding Officer, Marine Safety Office Portland, 103 Commercial
Street, Portland, ME 04112-4110.

2. Alternate Federal On-Scene Coordinator:

Commander John Cameron, Executive Officer, USCG Marine Safety Office
Portland, Maine. Phone (24 hours) 207-780-3251; Fax: 207-780-3567. Mailing
Address: Commanding Officer, Marine Safety Office Portland, 103 Commercial
Street, Portland, ME 04112-4110.

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3. **State of Maine On-Scene Coordinator**
David Sait, Director of Response Operations, Maine Department of Environmental Protection. Phone: 207-287-2651, (24 hours) 1-800-482-0777, Fax: 207-287-7826 Mailing Address: Department of Environmental Protection, Division Director Response Services, Station #17, State House, Augusta, ME 04333.
4. **State of New Hampshire On-Scene Coordinator**
Richard Berry: Chief, Emergency Response, Oil Compliance Section, Ground water Protection Bureau, New Hampshire Department of Environmental Services. Phone: 603 271-2651, 1 800 525-5555, 603 271-3636, Mailing Address: P.O. Box 95, Concord, NH 03301.
5. **Federal On-Scene Coordinator's Representative**
Lieutenant Anthony Curry, USCG Marine Safety Field Office Bucksport, ME. Phone (24 hours): 207-469-2394; Fax: 207-469-2538; Mailing Address: Supervisor
Marine Safety Field Office, PO Box 1909, Bucksport, ME 04416
6. **Response and Planning**
Lieutenant Rich Timme, USCG Marine Safety Office Portland, ME. Phone(24 hours) 207-780-3251; Fax: 207-780-3567; Mailing Address: Commanding Officer, 103 Commercial Street, Portland, ME 04112-4110
7. **Scientific Support Coordinator**
Stephen Lehmann, NOAA Scientific Support Coordinator. Phone: 617-223-8016; 24 Hours: 206-526-6317; Fax: 617-439-0468; Mailing Address: NOAA, c/o First Coast Guard District, 408 Atlantic Avenue, Boston, MA 02210-3350

United States Government Resources Available (through the U.S. FOSC)

1. Regional Response Teams RRT I
2. National Contingency Plan Special Forces
3. USCG National Strike Force Coordination Center
4. USCG Atlantic Strike Team
5. USCG Group Southwest Harbor
6. USCG Group South Portland
7. USCG First Coast Guard District Operations Center
8. USCG First Coast Guard District Office of Marine Safety (m)
9. USCG First Coast Guard District Public Affairs Office (dpa)
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. Supervisor, NAVSUPSALV

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13. Federal Emergency Management Agency
14. Environmental Protection Agency

Canada: On-Scene Commander:

1. Response Operations Supervisor, On-Scene Commander

Mr. Mike Grebler, Response Operations Supervisor, Canadian Coast Guard – Maritimes

Phone (24 hours): 1 (902) 426-6030, Phone (0800 - 1600) 1 (902) 426-3699; Fax: 1(902) 426-4828; Mailing Address: P.O. Box 1000, Dartmouth, N.S., B2Y 3Z8.

2. Alternate On-Scene Commanders

Mr. Jack Gallagher, Superintendent Rescue & Environmental Response Canadian Coast Guard - Maritimes Phone: (902)426- 2292; Mailing Address: Same as above.

Mr. Jim Calvesbert, Director Marine Programs Canadian Coast Guard – Maritimes Phone: (902)426-9022; Mailing Address: Same as above.

Canada: Critical Personnel

1. Regional Environmental Emergencies Coordinator

Mr. Roger Percy, - Environmental Emergencies Section - Environment Canada; Phone: (902) 426-2576, (902) 426-6200 (24-hour); Fax: (902) 426-9709; E-mail: roger.percy@ec.gc.ca; Mailing Address: 15th Floor, Queens Square, 45 Alderney Drive, Dartmouth, NS, B2Y 2N6.

2. Regional Director - Ship Safety

Mr. William (Bill) Scott, Phone: (902) 426-2060; Fax: (902) 426-6657; E-mail: scottjw@tc.gc.ca; Mailing Address: 9th Floor, Queens Square, 45 Alderney Drive, Dartmouth, NS, B2Y 2N6.

3. District Marine Emergencies Officer

Mr. Ryan Green, Canadian Coast Guard - Saint John
Phone:(506) 636-4714; Fax:(506) 636-4024; Pager:(506) 636-0325; Cell: (506) 636-028; e-mail:greenrj@marccg.dfo.ca; Mailing Address: P.O. Box 7730, Station “A”, Saint John, NB, E2L 4X6.

Canada: Government Resources: (available to FMO)

1. Canadian Coast Guard - Maritimes Region
2. Department of Fisheries and Oceans
3. Department of National Defence (Maritime Command) Headquarters
4. Nova Scotia, Department of Environment
5. New Brunswick, Department of Environment (Pollution Control)
6. Eastern Canada Regulating Zone

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7. Emergency Measures Organization, New Brunswick
8. Emergency Measures Organization, Nova Scotia
9. Environment Canada
10. Emergency Preparedness Canada
11. Revenue Canada-Customs Border Services/Trade Administration
12. Regional Environmental Emergencies Team

Other Canadian Agencies available for response : (non-governmental)

1. ALERT: Atlantic Emergency Response Team
Phone: (506) 632-4499; Fax: (506) 632-4450; Cell: (506) 647-0765; Pager: (506) 1-588-1523; Mailing Address: P.O. Box 2353, Saint John, N.B., E2L 3V6.
2. CNSOPB: Canada/Nova Scotia Offshore Petroleum Board.
Phone: (902) 422-5588
3. ECRC: Eastern Canada Response Corporation.
Phone: (613) 930-9690 (24-hour); (902) 461-9170; Fax: (902) 461-9590;
Mailing Address: 41 Mount Hope Ave, Woodside Industrial Park, Dartmouth,
N.S., B2Y 4R4.

Section VII. NOTIFICATION PROCEDURES

In the event that a spill occurs, notification will proceed as follows: (refer to levels discussed in V.E)

A. Level I

No notification required.

B. Level II

Notification of non-origin OSC through appropriate office listed in VI above. See Annex A: for Communications Plan.

C. Level III

Notification of non-origin OSC through appropriate office listed in VI above. Additionally, non-origin OSC will dispatch liaison officer as soon as feasible to the origin OSC's command post. See Annex A: for Communications Plan.

D. Level IV

Same as above. Additional support personnel will be dispatched as required. See Annex A: for Communications Plan.

E. Level V

Same as above. Additional support personnel will be dispatched as required. See Annex A: for Communications Plan. Under Level V option, three command post options are available. Notifications for each are as follows:

1. **Option 1:** Origin OSC will notify non-origin OSC as soon as possible. Communications will be established as per Section XII, Tab A. OSC's will immediately activate procedures to establish a Unified Command Post as outlined in Annex A:.
2. **Option 2:** Origin OSC will notify non-origin OSC as soon as possible. Communications will be established as per Section XII, Tab A. OSC's will immediately activate procedures to establish individual Command Posts as outlined in Annex A:.. Liaison Officers will be exchanged, and a Joint Information Center established. RP will send representatives to both Incident Command Posts.
3. **Option 3:** This option will be utilized for long term remedial action. Notification procedures will be determined by the OSC representatives. Communications will be maintained per Annex A:.

F. Emergency Notifications

1. In the event that an emergency has been determined to exist in Canadian waters that requires notification of the U.S. authorities the following notifications will be

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made:

Marine Safety Office Portland: 1 - 207 - 780 - 3251 (24-hour number)

National Response Center: 1 - 800 - 424 - 8802 (24-hour number)

2. In the event that an emergency has been determined to exist in American Waters that requires notification of 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)

Section VIII. PROCEDURES FOR CUSTOMS AND IMMIGRATION CLEARANCES

A. Responding from Canada into the United States

1. Customs and Excise Regulations:

During an emergency, United States Customs and Immigration Regulations provide for the movement of manpower and equipment from Canada into the United States. Section 1322(b) of Title 19, United States Code, 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 fire-fighting and rescue and relief equipment and supplies for emergent temporary use in connection with conflagrations; Rescue and relief equipment and supplies for emergent temporary use in connection with floods and other disasters Pursuant to this section, United States Customs Regulations allow rescue and relief equipment into the country without payment of duty. See also U.S. Custom regulation sec. 10.107.

2. Customs and Exercise Procedures:

When federal involvement becomes necessary in a transboundary incident, an EPA official (RRT Co-chair or FOOSC) notifies United States Customs, Port Director that the JPT has been activated to deal with a release affecting or threatening the United States and that CANUSLANT has been invoked. The telephone notification will be confirmed with a FAX to Customs and a copy to the FOOSC. To facilitate the movement of equipment across the border into the United States and back into Canada, it is advisable to identify ahead of time which Ports of Entry are open at the time projected for crossing. It is important to maintain a list of equipment and supplies (such as equipment make, serial number, model number and other pertinent information) carried in each vehicle to be taken across the border. This list will be presented to the United States Customs Agent when crossing the border. It will help re-entry into Canada if the list has been stamped by Canadian Customs prior to departing Canada. Canadians will be required to check equipment through United States Customs prior to leaving the United States. The US Customs Service Port Director at Calais, ME 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 can waive regulations, cut red tape and expedite the movement of equipment and the resolution of related issues. **(207) 454-3621**. The United States Customs Port Director may authorize or direct the following:

- a. with no duty or other fees to be collected (clearance is valid for 90 days);
- b. 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 within 10 days, or as

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soon as is practicable;

- c. material, equipment and supplies dispatched from Canada must remain under supervisory control of an appropriate Canadian authority;
- d. 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; and
- e. consumables need not be brought back into Canada.

3. Employment and Immigration Regulations

The Immigration and Nationality Act provides the U.S. Immigration and Naturalization Service 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 the U.S. in responding to emergencies. Section 212(d)(3) of the Immigration and Nationality Act provides the District Director, Immigration and Naturalization Service, 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. See also section 212(d)(5) of the U.S. Immigration and Nationality Act.

4. Employment and Immigration Procedures:

When United States federal involvement in a transboundary incident becomes necessary, a USCG official (JPT Co-chair or FOSC) notifies United States Immigration and Naturalization Service (INS) of an international spill and the need for trained Canadian workers to support the emergency response. The official must specify that the JPT has been activated and CANUSLANT has been invoked. Initial telephone notification will be followed up with a FAX to INS and the FOSC. The USCG official certifies to the INS that insufficient trained response workers are available to respond in a timely manner. Response organizations must complete INS Form I-04 for each worker. Response organizations must provide safe transport for an INS Inspector to inspect response operations. Industry will provide a completed Form I-04 for each foreign national (including Canadian), used in the emergency cleanup operations, as well as a complete list of all workers used, including name, nationality and date of birth. This form may be filed after deployment. All personnel should have proper identification with them. In addition, non-Canadian citizens must have passport or visas with them. Provide 24-hour advanced notice if possible. Workers from Canada may only work 90 days in the United States unless other provisions are made. Upon departing the United States the Canadian workers must check out through an INS office. The U.S. Immigration and Naturalization Service Port Director at Calais, ME is the key point of contact for the resolution of U.S.-

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Canadian Immigration issues occurring at the border. In an actual emergency, the Port Director can waive regulations and expedite the movement of people/resolution of related issues. (207)454-2546.

 *Canadian Resources (personnel, equipment, vessels) re-entering Canada from the U.S.: Evelyn Mitchell - Customs & Immigration 426-8799 will return call.*

B. Responding from the United States into Canada

1. Revenue Canada Regulations

Revenue Canada - Customs Border Services / Trade Administration have 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 instructions are contained in "Goods for Emergency use Remission Order" March 98. Implementation Instruction, dated March 29, 1993. Memorandum D8-1-6. In the event of an emergency, Customs Border Services have specific regulations governing the movement of persons/goods. Revenue Canada Memorandum D8-1-6 provides guidelines and information regarding the temporary importation of emergency equipment. Emergencies are declared by officials of federal, provincial or municipal governments. However, 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 not consumed in Canada. 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 consumables being imported, the duty and GST is waived by virtue of Order-In-Council 73-2529. When the situation is urgent, the paperwork will be reduced to a simple blotter record of the E29Bs describing the goods in general terms. This record can be canceled whenever evidence that the goods have been consumed or exported from Canada is provided, preferably from an official or person involved in the emergency situation. When goods are brought into Canada, where there are no Customs or Royal Canadian Mounted Police in attendance, a record kept by a responsible individual (i.e. 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.

2. Revenue Canada Procedures:

The JPT Co-chair or OSC will notify Customs Border Services at the port of entry as soon as possible, that the JPT has been activated, CANUSLANT has been invoked and goods will be entering Canada. The telephone notification will be confirmed with a FAX to Customs and a copy to the FOOSC. The driver of the vehicle/vessel/aircraft transporting goods to Canada should adhere to the following:

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- a. carry 2 copies of the equipment list including serial numbers and monetary value;
- b. stop at United States Customs prior to departure to get the equipment list stamped. (This will assist when re-importing the goods back to the United States);
- c. present the list to Canada Customs for clearance approval. Should problems arise ask to speak to a Senior Officer (usually a Superintendent);
- d. report to Canada Customs when leaving Canada so that temporary admission permits can be canceled.

3. Employment and Immigration Regulations into Canada:

Emergency response personnel may be granted entry under the Canada Immigration Act Section 19(1)(j), which allows them to be granted admission as visitors. Under this provision they would not be required to obtain employment authorization. It is advised that personnel carry a visa or other proof of citizenship. Provisions under the Canada Immigration Act Section 19(3) provide for case by case admission for people with special skills, who would otherwise not be admissible.

4. Employment and Immigration Procedures into Canada:

Employment and Immigration officers are not always present at Customs Border Crossings. In their absence, Customs Border Services may function on behalf of Employment and Immigration and 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. Environment Canada) to contact Employment and Immigration / Customs and confirm the need for their entry into Canada

**Section IX. USE OF FOREIGN REGISTRY OIL SPILL RESPONSE
VESSELS**

Public Law: U.S. Coast Guard Reauthorization Act of 1996: 104 P.L. 324 Section 1117

A. Notwithstanding any other provision of law, an oil spill response vessel documented under the laws of a foreign country may operate in waters of the United States on an emergency and temporary basis, for the purpose of recovering, transporting, and unloading in a United States port oil discharged as a result of an oil spill in or near those waters, if --

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
2. that foreign country has by its laws accorded to vessels of the United States the same privileges accorded to vessels of that foreign country under this section.

Section X. PROCEDURES FOR THE NON-APPLICATION OF COASTING TRADE LAWS

- A. With respect to rendering assistance to vessels in danger, 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.

- B. Under section 3(2) of the *Coasting Trade Act*, 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, in activities related to a marine pollution emergency, or to risk thereof.

Section XI. EXERCISES

This plan is meant to be exercised triennially as part of CANUSLANT, which is a joint U.S./CANADA oil spill response exercise. These exercises have tested the effectiveness of both the plan and coordination of response efforts between the U.S. and Canada. Comments regarding the accuracy and effectiveness of the plan are taken into consideration at the completion of the triennial exercise and prior to plan revision.

Section XII. ISSUE RESOLUTION

Any issue in dispute between the On-Scene Commander (Canada) and On-Scene Coordinator (U.S.) will be referred to, as expeditiously as possible, the Regional Director and District Commander for resolution.

Any issue in dispute that cannot be resolved by the Regional Director and District Commander will be referred to, as expeditiously as possible, the Commissioner and the Commandant for resolution.

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Annex A: COMMUNICATIONS

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1. GENERAL.

United States: Internal United States response communications will be conducted in accordance with the [Maine and New Hampshire Area Contingency Plan](#) communications annex (section 5300).

Canada: Internal Canadian response communications will be conducted in accordance with the Canadian Coast Guard Marine Spills Contingency Plan, Maritimes Region Chapter. The Canadian Coast Guard, Maritimes Region, maintains a 24 hour environmental emergencies contact number: 1(902) 426-6030. A secure fax is available in the Regional Operations Center of the Canadian Coast Guard at 1 (902) 426-0882.

Joint Response: In the event of a Joint Response, there are two different command options which would create different communications requirements. These requirements would also dictate the need for separate communications plans. These plans are being developed by the U.S./Canada Atlantic Joint Communications Planning committee.

Level V, Option One: (Joint Command Post)
Section III of this Annex

Level V, Option Two: (Separate OSC Command Posts)
Under Development

2. TELECOMMUNICATIONS

Effective and reliable communications are essential during an emergency. This section outlines the telecommunications capabilities of various government agencies and private sector companies involved in CANUSLANT. Agencies not mentioned may still play a role in providing communication equipment or facilitating the use of frequencies not usually available during non-emergency situations.



working draft 12/1/99

Integrated Telecommunications Plan

United States. In the USA, the Federal Communications Commission (FCC), the National Telecommunications & Information Administration (NTIA), and the Interdepartmental Radio Advisory Committee (IRAC) all play an important role in the licensing, management and allocation of radio frequencies. The FCC regulates non-governmental interstate and international communications by radio, television, wire and satellite. NTIA (Office of Spectrum Management) is responsible for managing the Federal Government's use of the radio frequency spectrum. To achieve this, OSM receives assistance and advice from the IRAC. If additional radio frequencies are required for a cross border spill, an application must be made to NTIA (or the FCC for non-government organizations).

Canada. In Canada, telecommunications issues are regulated by Industry Canada. Specifically, the Spectrum Management - Radio Licensing & Investigations Division of Industry Canada is responsible for the licensing and allocation of radio frequencies within Canada. If additional radio frequencies are required for a cross border spill, an application must be made to Industry Canada.

Integrated Telecommunications Plan. The Communications Unit, within the Logistics Section, is responsible for establishing an Incident Communications Centre. This Centre will be operated at a safe location that provides telephone, UHF/VHF/HF, cellular or satellite coverage across the border corridor. Frequencies and equipment in use will be integrated into the Incident Communications Center without disruption of existing lines of communication at the incident scene. Communications at the incident are managed through the use of a common telecommunications plan, which is included in this Annex. All communications among organizational elements at an incident should be in plain English. No codes should be used, and all communications should be confined only to essential messages. The Communications Unit, which is staffed with personnel from the USCG, CCG, State or Province, RP and Response Organization, is responsible for all communications planning at the incident.

Radio Networks. Radio networks for large-scale incidents should normally be organized as follows: Command and Control Net **Frequency** - This net should link together: The Unified Command with Division and Group Supervisors. Tactical Nets - There may be several tactical nets. They may be established around agencies, departments, geographical areas or even specific functions. The determination of how nets are set-up should be a joint Planning and Operations responsibility. The Communications Unit Leader will develop the plan. The Maritime Mobile Frequency Matrix, Appendix I, provides main and backup communications plans for the provision of communications during the reactive phase of a response (communications plans A and B). These plans include command and control as well as tactical communications nets.

United States Networks. FEMA The Federal Emergency Management Agency (FEMA) is an independent agency of the federal government that responds, upon request of State officials, to disasters and significant events. In Region 10, FEMA utilizes a Mobile

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Operations Center (MOC) to replace failed telecommunication systems or to provide a communication interface between agencies with incompatible telecommunication systems. FEMA can be activated through the State On-Scene Coordinator.

3. TELECOMMUNICATIONS PLAN

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I. Purpose

The purpose of this Plan is to identify communications equipment, outline procedures and identify positions required to ensure the timely provision of information for all CANUSLANT participants.

II. Communications Links

Communications links will be established by the Communications Unit, as required by Unified Command, to ensure communications are available to carry out response operations.

At a minimum, one CANUSLANT Communications Officer will be assigned to the Unified Command, Joint Preparedness Team, Joint Environmental Emergencies Team, Joint Information Centre, Finance, Logistics, Operations and Planning Sections. Additionally, CCOs will staff and operate the Communications Unit within the Logistics Section.

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III. Communications Acronyms

CANUSLANT	Joint Canada-United States Marine Pollution Exercise
CAPP	Community Action Partnership Program
CCG	Canadian Coast Guard
CCO	Canuslant Communications Officer
DND	Department of National Defence
DTG	Date-Time Group
FLOP	Finance/Logistics/Operations/Planning
FMO	Federal Monitoring Officer
HQ	HeadQuarters
ICP	Incident Command Post
JEERT	Joint Environmental Emergency Response Team
JIC	Joint Information Centre
JPT	Joint Preparedness Team
MCTS	Marine Communications Traffic Services
NB	New Brunswick
OGD	Other Government Departments
ORIG	Originator
OSC	On-Scene Commander/Co-ordinator
OSC ²	On Scene Command and Control System
OSHA	Occupational Safety and Health Administration
P&I	Protection and Indemnity
POLREP	Pollution Incident Situation Report
ROC	Regional Operations Centre
SITREP	Pollution Incident Situation Report
STU III	Secure Telephone Unit Version 3
TOD	Time of Delivery
TOR	Time of Receipt
USCG	United States Coast Guard
UCP	Unified Command Post
UCS	Unified Command System
UTC	Co-ordinated Universal Time

IV. Modes of Communication

(1) Radio

- **VHF:** VHF radio communications will be carried out as per the CCG publication Radio Aids to Marine Navigation and the USCG publication Radiotelephone Handbook, USCG Commandant Instruction M2300.7. (See Apx I. to telecoms pln: for frequencies)
- **MF:** MF radio communications capability may be required. (See Apx I. to telecoms pln: for frequencies)
- **UHF:** UHF radio communications may be used by government agencies and response organizations. Use of frequencies in this band will be incident specific and therefore no frequencies are listed in this Annex

(2) Telephone/Fax/Satellite

- **Communication** numbers for Coast Guard operational response personnel can be found in Appendix II (This appendix shall be updated annually, to coincide with the annual communications exercise) The Communications Unit shall arrange for landline circuit connection, programming and distribution within the ICP. The Canadian Coast Guard has agreements in place with MTT – Nova Scotia, NB Tel – New Brunswick, and Island Tel – Prince Edward Island, which provide for activation of a pre-established telephone circuits for Oil Pollution Response operations. The procedure and contact information for these circuits can be found in the Canadian Coast Guard Marine Spills Contingency Plan – New Brunswick Area Chapter.
- **Secure Fax** and phone (STU III) are available throughout the CCG including onboard CCG vessels. If secure communications are required, contact the CCG Security Officer. (See Apx II. to telecoms pln: for telephone number).
- **Satellite** communications are available for contacting CCG Ships. Contact the CCG ROC for numbers. An MSAT telephone system is located in the Communications Van. (See Apx II. to telecoms pln: for telephone number.)

(3) Electronic mail

The baseline standard for text e-mail communications is internet mail with information in the body of the text, and if attachments are necessary use Rich Text Format (RTF), Joint Photographic Experts Group (JPEG or JPG) and WAV for sound, or any other format as agreed to by the parties communicating.

V. Procedures

(1) Standard Operating Procedures - General

- Canuslant Communications Officers (CCOs) shall be assigned to each of the CANUSLANT Teams as described in item 2, page 5 of this plan.
- CCOs will be provided by the Canadian and US Coast Guards, the State or Province, and the Responsible Party. Other agencies may also be requested to provide additional CCOs in the event that 24-hour staffing becomes necessary. Therefore, these agencies should have trained personnel available.
- Familiarization training will be provided for administrative support personnel
- CCO training will be provided as required to maintain an inventory of personnel for exercises/incidents. Communications exercises will be conducted annually between Canadian and US CCOs and will be co-ordinated by the standing communications committee.

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- Amateur Radio Operators are available to assist in the provision of communications. To request the assistance of Canadian Amateur Operators, the coordinator for the Community Action Partnership Program should be contacted (see Apx II. to telecoms pln:).
- All telephone calls, faxes, e-mails, satellite communications and radio messages received and transmitted must be logged.

(2) Message Prefix - Exercises

All Exercise messages (text or voice) must be prefixed “Exercise CANUSLANT Exercise” and end with “Exercise Exercise Exercise”

(3) Communications Officer Duties

- **Message Logs**

To ensure an accurate record of communications is maintained, in both exercises and spill response situations, all participants are required to maintain a communications log. At the end of each shift, these logs will be passed to the Section CCO. Division and Group supervisors, (detailed roles of these personnel can be found in ICS publication ICS-OS-420-1, Oil Spill Field Operations Guide) will transmit these logs at the end of each shift by a suitable means, such as email or fax, to the Communications Unit. Section CCOs will collect, organize and maintain a communications log file. Additionally, copies of all information about the current and possible future status of the spill response must be forwarded to the Situation Unit Leader within the Planning Section. CCOs must also ensure a chronological record and filing system of all correspondence and messages is maintained. For email communications, a central, electronic message log shall be used. ((Matt – Can you describe the process whereby this system was put in place for the 99 exercise – generic wording applicable for any exercise or operation would be appropriate))

A sample message log is attached at Apx III. to telecoms pln:.

- **Voice Recorder**

As soon as possible after commencement of a spill response, the Communications Unit will arrange to have a digital voice recorder installed, which will capture all voice communications activity being routed through the Incident Command Post. This equipment will be connected to the UCP telephone switching system. Telecommunications Unit CCOs will be responsible for backing up the stored information, and ensuring the integrity of all voice recordings. The voice recorder is not intended as a replacement for individual participant’s logs, but rather to serve as a backup.

- **“Incoming” and “Outgoing”**

One “Incoming” file and one “Outgoing” file is to be maintained by date and time for each Section. This file should include incoming and outgoing messages (e.g. Facsimiles and Electronic Mail Messages), and other correspondence, such as messages received by courier or hand delivered. This file is to be accessible to all members of the Section. Printouts of incoming and outgoing messages to be obtained and placed on appropriate file.

- **Message Handling**

Each message received is to be copied and the original to be passed to the addressee with a copy being placed on the chronological, incoming file. (See Message Logs section regarding copies of information for the Planning Section). Outgoing messages to be copied, the original sent to the addressee and a copy placed on the chronological, outgoing message file. Times on messages to be in Co-ordinated Universal Time. Local times may be included but this must be indicated as such on the message file. Standard message formats are established Sitreps/Polreps.

- **Situation Reports/Pollution Reports (Sitreps/Polreps)**

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The Situation Unit Leader, assisted by the Planning Section CCO, will work with all groups to compile a daily Sitrep/Polrep. This report shall include, in addition to the operational status of the spill response, environmental, planning, logistical, political and other information relevant to the response effort.

Internal and External distribution lists will be developed and employed to ensure approved Sitreps/Polreps, are immediately disseminated as appropriate. Appendix II of this plan contains many of the organizations that would be included in these distribution lists.

The Regional Operations Centre (ROC)/Marine Safety Office (MSO) may be asked to distribute SITREPS/POLREPS and briefing notes as per normal distribution procedures. On advice from the UC, the CCO to provide the ROC/MSO with additions or changes to the distribution list.

(4) Maintaining Communications

Communications to be maintained among assigned agencies and all essential addressees. The CCO assigned to the UC, at the commencement of the Exercise/Incident, must provide all CCOs via Email, with an up-to-date contact list. This contact list must be updated regularly. CCOs should advise UC CCO when they are on/off line or duty.

CCOs must be capable of operating all communications systems available and must determine the most appropriate means of sending messages to ensure speed, text reliability, appropriate security and quality of information exchange.

CCOs to ensure uninterrupted ability to communicate. If one means of communications breaks down, an alternate means must be found and other CCOs to be advised as to the alternative. Appropriate steps must be taken to restore communications in the most effective manner.

(5) Secure Communications

The Canadian Government, Canadian Military and United States Coast Guard utilize the STU III system for secure communications. STU III's are located at various locations (listed in the Government of Canada Telephone Directory). Secure phone numbers for DND can be obtained by contacting the Maritime Ops Centre Duty Officer at (902) 427-2501. For Secure voice communications to MSO Portland, Maine, call (290) 780-3251 for transfer to secure phone number at (207) 780-3681.

(i) Placing Secure Calls – Procedures (STU III)

1.	Place a telephone call as you would normal when the called party answers, announce your intention to go secure .
2.	Both parties must ensure that the black key has been inserted in the receptacle and turned one-quarter turn clockwise .
3.	One of the two parties must press the secure or secure voice button.
4.	After approximately 15 seconds , both telephones will display the highest common security classification and will identify the other party – secure communications can now take place.
5.	Replace the handset to end the call or press the clear or the non-Secure button to return to non-secure communications. Do not remove the key until the display has cleared.
6.	Remember to remove your key if you leave the office.
	Any problems or for assistance call the CCG Regional Security Officer at (902)426-0722 or MSO Portland, Maine, (290) 780-3251

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ApX I. to telecoms pln:

Maritime Mobile Communications

Ref: (A) Radio Aids To Marine Navigation, Canadian Coast Guard Marine Communications and Traffic Services Directorate.

Ref: (B) Radiotelephone Handbook, USCG Commandant Instruction M2300.7.

General Instructions

Safety Communications: Appropriate distress and safety frequencies are to be guarded at all times

Call Signs: International voice/ships call signs will be used on all circuits.

MARITIME MOBILE COMMUNICATIONS MATRIX

Line	Net Title	Priority	Comm Plan A	Comm 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/ UCP/Vessels		2716 Khz	2237 Khz
06	HF Intership/ UCP/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)

Legend: UCP = Unified Command Post

Notes:

*Coast Guard Communications Stations can be contacted on these frequencies

**The On Scene Coordination Vessel must be able to simultaneously monitor Channels 16, 6, and 83A, (Coms plan A), or Channel 16, 81A and 21A (Coms plan B).

ApX II. to telecoms pln: Contact list

Land Line	Fax	Organization	Cell	Pager	E-Mail	MSAT	International Call Sign
		Unified Command					
		▪ RP					
		▪ USCG					
		▪ CCG					
		Safety Officer					
		Liaison Officer					
		Information Officer					
		Legal Officer					
		Operations					
902-564-3660	902-562-6113	Planning CCG	902-565-8668		MacpheeC@dto-mpo.gc.ca		
		Logistics					
		Finance					
		JPT Garth Bangay (EC) Ken Hamilton (EC)	902-452-2064 902-456-8840				
		JEERT Roger Percy (EC) Annie MacNeil (EC)	902-483-0889 902-497-0238	902-498-3472		600-701-6187 600-701-6188	

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Land Line	Fax	Organization	Cell	Pager	E-Mail	MSAT	International Call Sign
		JIC Tamara Gates (EC) Scott Verrit (DFO)	902-478-2090 902-				
		Division Group Leader					
		Division Group Leader					
		Division Group Leader					
		Mobile Comms Unit					
506-453-2133		NB – EMO Comms Van					
		CCG – Security Officer J. Fox					
902-426-7661		USCG Operations – Boston					
902-426-6030		CCG Regional Operations Centre – Dartmouth					
		CCG MCTS Station – Saint John Halifax Sydney	506-636-5000 902-426-4483 902-564-7662				
902-426-6035		CCG CAPP Co-ordinator					

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1-800-561-2355		NB Tel Mobility							
(207) 557-0100		US Cellular - Calais, ME							
(207) 667-1490		CellularONE - Ellsworth, ME							
		Response Organization Alert MSRC							
		Control							

Annex B: RESPONSE RESOURCE INVENTORY

1. RESPONSE RESOURCES INVENTORY, U.S.:

United States Coast Guard Response inventory listed in Section 5400 of the  line and New Hampshire Area Contingency Plan, Section 5400. [REH6]Online access available at: http://www.uscg.mil/d1/units/msoport/acp/area_resources.pdf

2. RESPONSE RESOURCES INVENTORY, Canada:

Canadian Coast Guard response inventory available from FMO/OSC upon request.

Annex C: SENSITIVE ENVIRONMENTS PLAN

1. United States:

 Sensitive areas, formerly identified in Annex E to the Maine and New Hampshire Area Contingency Plan, are identified in the Geographic Response Plans of the ACP. Contact USCG MSO Portland for status/availability, as Maine State plans are more current than Annex E, and are also being used until the GRPs are available..

2. Canada:

In the past few years Environment Canada has collected environmental sensitivity data for areas identified in the JMPCP, which covers part of the Bay of Fundy. This information has been collected from various sources including federal, provincial, municipal governments and community groups and is constantly updated. The information is integrated into a computerized sensitivity mapping system to help the REET (see below) in planning and responding to environmental incidents. 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.

3. Regional Environmental Emergencies Team (REET):

During the response to a major environmental emergency, the responsible party or the polluter and the lead government agency require technical and scientific information and advice from various experts, in order to effectively mitigate damage to the environment. (REET will support the JPT.). See I. Annex N: ENVIRONMENTAL AGENCIES / JOINT ENVIRONMENTAL EMERGENCY RESPONSE TEAM (JEERT).

Annex D: LOGISTICS PLAN

1. United States Coast Guard:

 be determined, will include options from Level III through V.

2. Canadian Coast Guard:

The Joint Command Center will be located at the Saint Andrews Biological Station, St. Andrews, New Brunswick, Canada. Accommodations may be available in St. Andrews at the following locations:

St. Andrews Motor Inn
111 Water Street
St. Andrews, N.B.

Open Year Round

Phone: (506) 529-4571

Algonquin Resort
184 Adolphus St.
St. Andrews N.B.

Open May - October

Phone: (506) 529-8823
Fax: (506) 529-4194

Other accommodations may be determined by contacting the Saint Andrews City Hall at: (506) 529-1820
or by calling the St. Andrews Chamber of Commerce at: (506) 529-3555.

3. Joint Command Structure:

To be identified with Canadian Coast Guard, options explored will be Level V, Options 1 & 2; ID likely locations & requirements

Annex E: VOLUNTEERS

1. Transboundary Volunteer Utilization:

To be developed.

2. Canada:

The Community Action Partnership Program (CAPP) is the central environmental volunteer co-ordinating body to direct/administer Canadian volunteers who wish to respond to a transboundary marine spill. The CAPP program will:

- Staff and maintain Volunteer Management Centres at St. George, St. Andrews, Deer Island, Campobello Island, and Grand Manan.
- 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.
- Maintain a database of registered volunteers and vessels of opportunity.
- Prepare and maintain community contingency plans, provide a listing of community resources and site sensitivities, provide local knowledge to REET, and provide assistance to incoming responders.
- Carry out shoreline surveillance 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).

NOTE: CAPP volunteers will be involved only in very low risk operational roles and will be utilised solely to the extent of safety limitations. Volunteers will not be used to clean up oil. If necessary they may be hired by the clean up contractor (government or private) to do this task.

3. United States:

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/RPM or by other federal, state, or local officials 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. Unless specifically requested by the OSC, volunteers should not be used for physical removal or remedial activities. If, in the judgment of the OSC, dangerous conditions exist, volunteers shall be restricted from on-scene operations.

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 about 300 volunteers (most are in Southern Maine), which may

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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 will utilize these volunteers).

Annex F: SALVAGE AND RESCUE RESOURCES INVENTORY

1. Canada

Contractor	Location	Services	ETA	Contact N°.
Alert	Saint John, N.B.	Oil Spill Clean up	6 hrs	(506) 632-4499
ECRC	Halifax, N.S.	Oil Spill Clean up	6 hrs + TT	(613) 930-9690
West Isles Clean	Deer Island	Oil Spill Clean up		(506) 747-2363

2. United States

 Refer to Section 5400 (Summary of [Area resources](#)) in the Maine and New Hampshire Area Contingency Plan.

Annex G: JOINT PREPAREDNESS TEAM CONTACT LIST

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& Hazardous Materials
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Captain Girouard
Department of National Defense
Maritimes Forces Atlantic
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* indicates Alternate \ indicates nonmember resource person



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\LT Rob Hemp RRT

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CAPT Gary Vandenberg

NOAA/N/ORCA

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If member or alternate cannot be reached, call the 24 hour number for the NOAA Hazmat Duty Officer (206) 526-6317 in Seattle, Washington.

* LCDR Emily Christman

NOS/ORR

Commandant (G-MOR), U.S. Coast Guard

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Washington, D.C. 20593-0001

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Email: Emily_Christman@hazmat.noaa.gov

Emily.B.Christman@noaa.gov

Scientific Support Coordinator for First Coast Guard District

\ Mr. Stephen M. Lehmann

NOAA

First Coast Guard District

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24 Hr: (206) 526-6317

stewel@hazmat.noaa.gov

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PIN: 5798814, #, 3# for text

Website: www.skytel.com

working draft 12/1/99

Annex H- RESPONSE ORDER

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* indicates Alternate \ indicates nonmember resource person



U.S. Navy NOSC Reg I & II

* COMSUBGRU TWO, NAVSUBASE, New London
Attn: Code 01 Bldg 439 Box 100 Groton, CT 06349-5100
Dana Cosgrove
Tel: (860) 694-2220
Cellular(860) 859-7937
FAX: (860) 694-2229
Home: (860) 388-0079
24 hr Duty Officer: (860) 694-3676

* Bob Jones
Bdg 439 Room 107
Tel: (860) 694-3976
Fax: (860) 694-3699
RJones@CSG2.Navy.Mil
* Joel Ames Tel: (860) 694-3976
Same address as Primary

* CO, Naval Computer and
Telecommunications Station Cutler
Cutler, ME 04626
Attn: Norman Laberge
Tel: (207) 259-8282
24-Hour: (207) 259-8911
Home: (207) 733-5513

* Lt. Schrodear
Tel: (207) 259-8274
Same address as Primary

* CO, Portsmouth Naval Shipyard
Portsmouth, NH 03804-5000
Environmental Dept Code 120
Attn: Chuck Vaughn
Tel: (207) 438-3832
24 hr: (207) 438-2333
Alternate: Mike Pedersen

* CO, Naval Education and
Training Ctr
Building One.
Public Works Dept
Newport, RI 02840-5001
Attn: Debra Moore
Tel: (401) 841-3735

Environmental Equipment Deployment & On Scene Operations Team
Attn: Tom Guillory
Tel: (207) 438-1959/3577

* CO, Supervisor of Shipbuilding,
Conversion, and Repair Ctr
574 Washington St
Bath ME 04530
Attn: Barry Richardson
Tel: (207) 442-2829
24 hr: (207) 759-4115

* CO, Naval Undersea Warfare
Newport, RI 02841-5062
Attn: Joan Spangenberg
Tel: (401) 841-1968

* CO, Naval Security Group Activity
Winter Harbor ME 04693
Attn: Jim Miller
Tel: (207) 963-5534 ext.458
24 hr: (207) 963-5534

* CO, Naval Submarine Base
New London Environmental Dept
Groton, CT 06349
Attn: Andy Stackpole
Tel: (860) 694-519

* CO, Naval Air Station
Brunswick ME 04011
Attn: Greg Aprahand
Tel: (207) 921-2445
24 hr: (207) 921-2214

* CO, Naval Air Station
South Weymouth MA 02190
Attn: Tom Papoulis
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Dayle Derr
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*(vacant)

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**Joint Marine Pollution Contingency Plan
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ASYNCR 24 Hour Voice Mail access 1-800-447-4784 then dial individual

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Peter Flynn

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U.S. JPT list

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Annex H: RESPONSE ORDER/ORDER DE RÉPONSE

TO:

DESCRIPTION OF INCIDENT/DESCRIPTION DE L'INCIDENT:

Pursuant to sections 677 and 678 of the Canada Shipping Act, I, the undersigned, direct you to take or cause to be taken such measures as you deem necessary to prevent, repair, remedy or minimize pollution damage from the above mentioned ship, including measures in anticipation of a discharge of a pollutant from the said ship.

En vertu des articles 677 et 678 de la Loi sur la marine marchande du Canada, je, soussigné, vous ordonne, de prendre ou faire prendre les mesures que vous jugerez nécessaires pour prévenir, contrer, réparer ou réduire au minimum les dommages dus à la pollution causés par le navire susmentionné ou le rejet d'un polluant en prévision d'un risque depuis ledit navire.

Without restricting the generality of the foregoing such measures include the removal or destruction of the said ship and its contents, as necessary, and the sale or other disposition of the said ship and its contents.

Sans restreindre la portée de ce qui précède, ces mesures comprennent l'enlèvement ou la destruction dudit navire et de son contenu, au besoin, ainsi que la vente ou autre aliénation dudit navire et de son contenu.

To that end you may:

A cette fin, vous pouvez:

- engage or cause to be engaged one or more contractors;
- lease, hire secure or cause to be leased, hired or secured, any personnel, equipment or property of the Department or of any other person or party;
- obtain any professional, technical or other advice and assistance as may be necessary.

- Engager ou faire engager un ou plusieurs entrepreneurs;
- louer, engager ou obtenir, ou faire louer, engager ou obtenir, tout personnel, équipement ou bien du ministère ou de toute autre personne ou partie;
- obtenir les avis et l'assistance techniques, professionnels et autres qui pourront être nécessaires.

Commissioner, Canadian Coast Guard
Commissaire, Garde côtière canadienne

Date

Annex I: DECANTING PROVISIONS

1. Authority:

United States:

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(d) which states, "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 Materials)

Canada:

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 CEPA (ocean dumping). Note: It is considered reasonable to expect decanted water to be discharged in front of the skimmer operation.

Annex J: JOINT INFORMATION CENTER/ PUBLIC AFFAIRS

- 1. General:** The public's perception of the danger posed by an oil spill 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:** First District (dpa) and the National Strike Force's Public Information Assist Team (PIAT) 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:** In the near future, a detailed communications plan will be prepared for use during any departmental emergency or crisis situation. In the meantime, existing procedures for informing and involving Maritimes Region Communications Branch in any incident requiring public affairs support will be followed. The Regional Operations Centre has been directed to inform the Coast Guard Communications Manager in the case of any incident of significance for which the possibility of media or public interest is anticipated. Following the initial notification of an oil spill, the CCG Communications Manager will contact the CCG Response Supervisor for a briefing and to determine the public affairs measures to be taken.

In general and depending on the incident, public affairs and media requirements will be fulfilled by the CCG Communications Manager and/or the Response Supervisor (or his designate) alone. However, if more support is required, to prepare and issue information to media or to establish a media center or Joint Information Center, the CCG Communications Manager will immediately inform the DFO Regional Director Communications and request assistance. The CCG Communications Manager will also consider any requirement to proceed to the location where a Command Post has been established for a response operation, either to provide public affairs support or establish a media centre.

Public affairs 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) 426-6414 or (902) 471-6797.

Annex K: ALTERNATIVE RESPONSE TECHNOLOGIES

1. Dispersants

Joint Decisions

Use of dispersants or other chemicals in a transboundary 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 JPT, JEERT, 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.

United States

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 OSC with the concurrence of the RRT representatives from the EPA 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(m) 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 judgement of the OSC, eliminate or substantially reduce a threat to human life, any product may be used without further consultation or concurrence.

PLAN / PREAUTHORIZATION: Refer to Annex G, Chemical Countermeasures - dispersants, chemical agents, and other spill mitigating substances, devices, or technology in the Maine and New Hampshire Area Plan. The Maine and New Hampshire Area Committee established a pre-authorization agreement that streamlines the approval process for dispersants and other chemical countermeasures. 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.

LISTED PRODUCTS: Dispersants listed on the May 1999 Product Schedule are: COREXIT 9527, NEOS AB 3000, MARE CLEAN 200, COREXIT 9500, DISPERSIT SPC. 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.

Canada: {Submitted by U.S.: Canadian review requested}

Use of treating agents is regulated by the Fisheries Act, and Environment Canada will consult the REET when considering approval of treating agents (the EC spill reporting network at 1-800-565-1633 is a conduit for approval). If approval is granted after assessing a request, only approved treating agents may be used

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, Oilsperser 43, Slickgone LT

2. In Situ Burning

a) Joint Decisions

Use of in situ burning in a transboundary 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 JPT, JEERT, 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.

b) United States

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

PLAN / PREAUTHORIZATION: Refer to [Section 4600 in the Maine and New Hampshire Area Contingency Plan](#), 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 SOSC to authorize in situ burns for oil removal throughout the state.

c) Canada

To Be Developed.

3. Other Oil Spill Treating Agents:

To Be Developed

Annex L: TEMPORARY DISPOSAL

Historically, the Irving Courtney Bay facility has accepted recovered product and in all likelihood will accept recovered product from a bi-lateral spill. There remains to be seen if Canada customs has any regulatory requirements with this regard. Evelyn Mitchell 6-8799 will return call.

***Annex M: WORKER HEALTH, SAFETY AND COMPENSATION (pends
Canadian update)***

1. GENERAL

Worker safety and health and worker compensation in the event of an injury are important considerations when preparing contingency plans for addressing a hazardous material release. 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

d) United States Federal and State:

The U.S. Federal requirements [29 CFR 1910.120(q)] for “emergency response workers” applies to workers in the state of Maine. The U.S. Federal worker health and safety training requirements [29 CFR 1910.120(e)] for “routine cleanup operations” also apply to workers.

1. Emergency Response Workers

- a. 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
- b. 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
- c. 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
- d. On-Scene Incident Commander (e.g. Fire Captain or State Patrol Officer who assumes control of the Incident)

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A minimum of 24 hours of classroom training; and Proven experience in competencies specified in the regulation Annual refresher is required

2. Routine Hazardous Materials Spill Cleanup Workers

- a. 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.)
- b. 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
- c. 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

e) Canadian Federal and Provincial

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. The British Columbia Workers Compensation Board (WCB) Occupational Health and Safety Regulations (BC Regulation 296/97) describe training requirements for provincial government and private sector employees in broad terms, primarily in Parts 5, 6, and 8. Under these sections the employer is responsible for training and instructing workers, for determining competence, for jobsite supervision and for the development and maintenance of safe work procedures. However, detailed training requirements are not prescribed. In the absence of a detailed regulatory framework, hazardous materials responders in BC have generally adopted the "National Fire Protection Association (NFPA) 472 –Standard for Professional Competence of Responders to Hazardous Materials Incidents". NFPA 472 provides specific requirements

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for First Responders' Awareness, Operations and Technician Levels and is unofficially accepted as the performance standard throughout BC. It is believed that training to this standard satisfies the general competency requirements of the CLC and WCB. 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.

3. Site Safety Plan Requirements

- I. 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 resolve any differences. U.S. law requires site safety and health plans; federal requirements apply to 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

1. 9.3.1 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.
2. 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 WCB's. 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".
3. State of Maine: TBD.

Annex N: ENVIRONMENTAL AGENCIES / JOINT ENVIRONMENTAL EMERGENCY RESPONSE TEAM (JEERT)

1. ENVIRONMENTAL AGENCIES

Environmental input to the Joint Preparedness Team (JPT), the OSC/FMO and operational field groups shall be co-ordinated by the “Joint Environmental Emergency Response Team”(JEERT).

The JEERT shall be comprised of the various agencies of both countries which have expertise, information, and responsibility/authority relevant to environmental emergencies, and shall be chaired by the Senior Representative of the country of origin of the spill and co-chaired by the other country. These positions will normally be chaired by Environment Canada(EC) and the National Oceanographic and Atmospheric Agency(NOAA) Scientific Support Coordinator, and/or the Environmental Protection Agency(EPA) depending on location of the spill.

The purpose of the JEERT is to provide a mechanism for the provision of consolidated, co-ordinated, comprehensive environmental information and advice concerning environmental impacts, resource sensitivities, environmental forecasting, cleanup techniques, priorities, and other matters that affect or risk environmental quality.

Composition, organization, and membership on the JEERT shall be approved by the co-chairmen of the JPT depending on the requirements of the event.

Representatives of JEERT will participate as a member of the OSCs staff and shall be responsible for facilitating efficient communication of environmental and technical information between the OSC and JEERT.

Briefing of the JPT with regard to environmental concerns shall be done by the Chairperson of the JEERT.

2. JEERT PLANNING AND RESPONSE ELEMENTS

JEERT Operating Procedures. The purpose of this section is to identify the operating principles and procedures which may be used by the Joint Environmental Emergency Response Team(JEERT) during response to pollution incidents for which the Canada-United States Joint Marine Pollution Contingency Plan(Atlantic Operational Appendix) has been invoked.

Objective of the JEERT. The objective of the Joint Environmental Emergencies Response Team is to protect the quality of the environment through the provision to the OSC(s) of co-ordinated, consolidated and comprehensive environmental information, advice and opinion concerning: the environmental risks, consequences, fate and effects of pollution

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emergencies; the priorities, options and effectiveness of pollutant response and cleanup operations; the influence on the environment of all matters related to the pollution incident.

Reporting. The JEERT provides advice and support to both the On-Scene-Commander(OSC) and the Joint Preparedness Team(JPT). The first priority of the JEERT is to satisfy the requirements of the OSC during pollution emergency response.

Principles of JEERT Organization and Operation. The JEERT will normally be chaired by the designated environmental agency of the country leading the joint response to the incident(i.e. NOAA or Environment Canada). The co-chair will be provided by the designated environmental agency from the other country. JEERT will endeavour to ensure effective and efficient communications with the OSC(s) offices at all times. The purpose of the JEERT communications and, where necessary, to provide immediate interpretation and elaboration of JEERT communications for the OSC(s). Significant problems of interpretation or communication with the OSC(s) will be handled directly between the OSC(s) and the JEERT chair or co-chair.

All reasonable efforts will be made by the co-chairs of JEERT to engage in appropriate consultation with each other before provision of advice and other support to the OSC(s) on matters of concern to both countries, and, where appropriate, on matters more directly pertinent to the country leading the joint response.

JEERT will establish subcommittees according to the needs of the pollution incident.

All reasonable efforts will be made by the JEERT co-chairs to ensure that the appropriate Canadian and US experts supporting the JEERT are in close communication during the development of the JEERT advice and information for the OSC(s) and the JRT.

Where practical, the scientific and technical experts supporting the JEERT by participation in the subcommittees of the JEERT will deal directly with each other to develop and deliver to the JEERT the appropriate facts, opinions and information. Co-location of experts may be requested where warranted.

JEERT Membership. Membership on the JEERT will be provided for in Environmental Agencies, paragraph 2. JEERT, in discussion with the JPT or OSC(s), may supplement the membership, where warranted, with other experts such as may be available.

JEERT Linkages to the OSC(s)/FMO and JPT. Normally, verbal briefings will be provided by the JEERT chair from the lead country, however, the JEERT will operate on the basis that either the chair or co-chair shall be prepared to deliver briefings where circumstances warrant and there has been prior agreement. Verbal briefings to the OSC(s) and JPT will be supported by hard-copy documentation of information and advice, where feasible.

JEERT will receive hardcopy situation reports from the OSC(s). In consultation with the OSC(s), the JEERT may deploy representatives to the spill site to gather specific

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information or observations critical to the development of JEERT advice to the OSC(s) and JPT.

Media Support. JEERT will provide appropriate support to the JPT and OSC(s) for all media releases, including the provision of expert spokespersons.

Figures 3, 4, 5, 6, 7

Figure 3 - Level III Joint Command Post

Example: Spill Originates in Canada, Responsible party providing OSC.

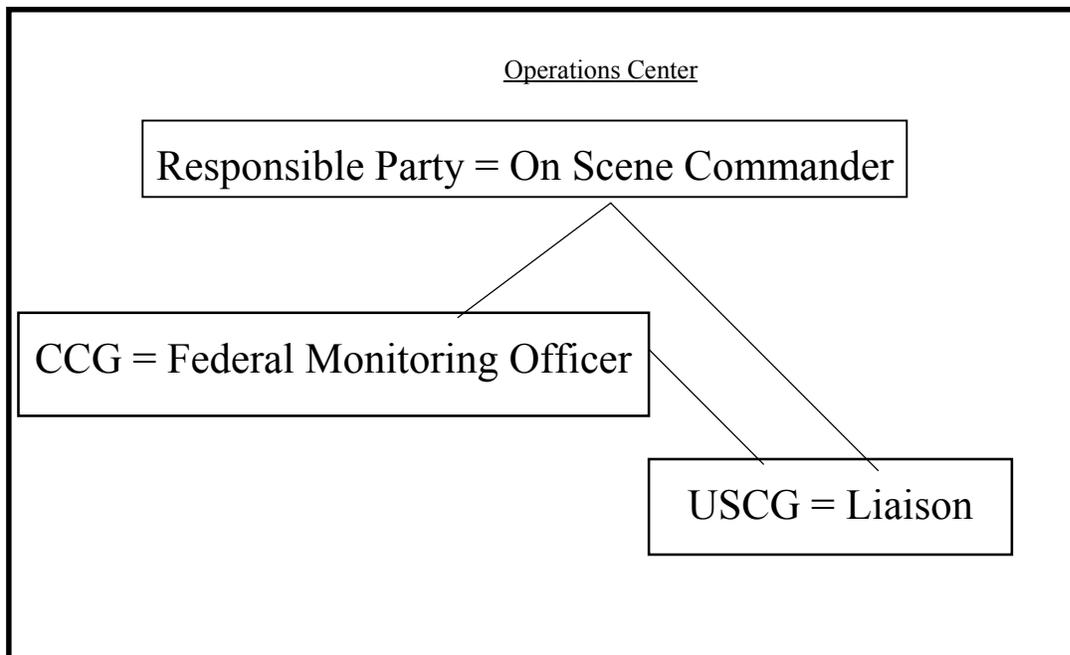
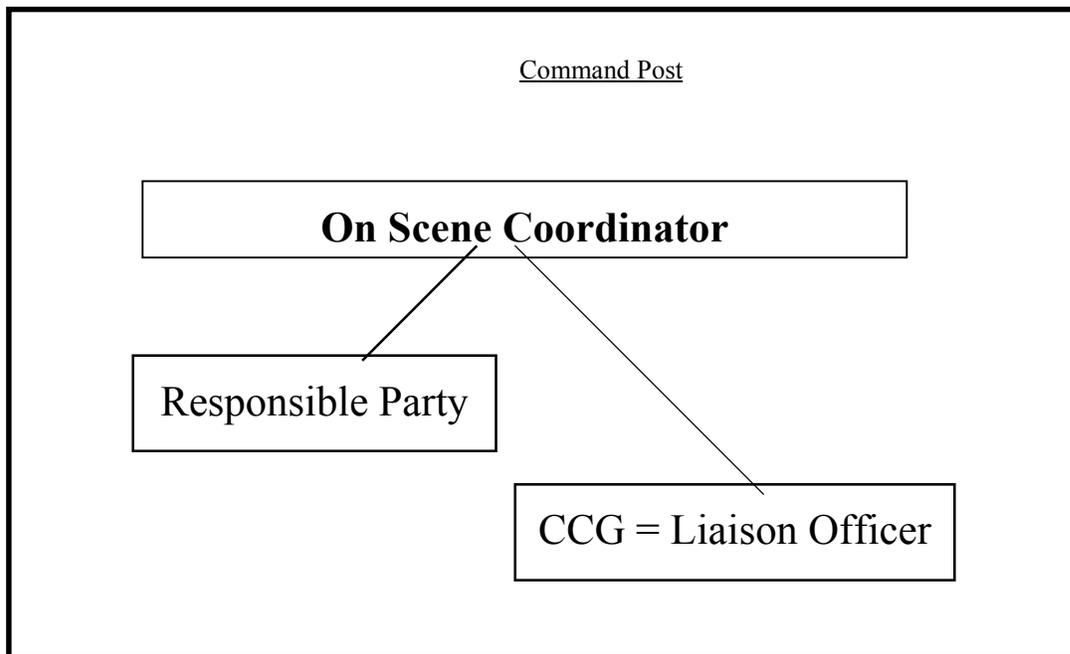


Figure 4 - Level IV Joint Command Post

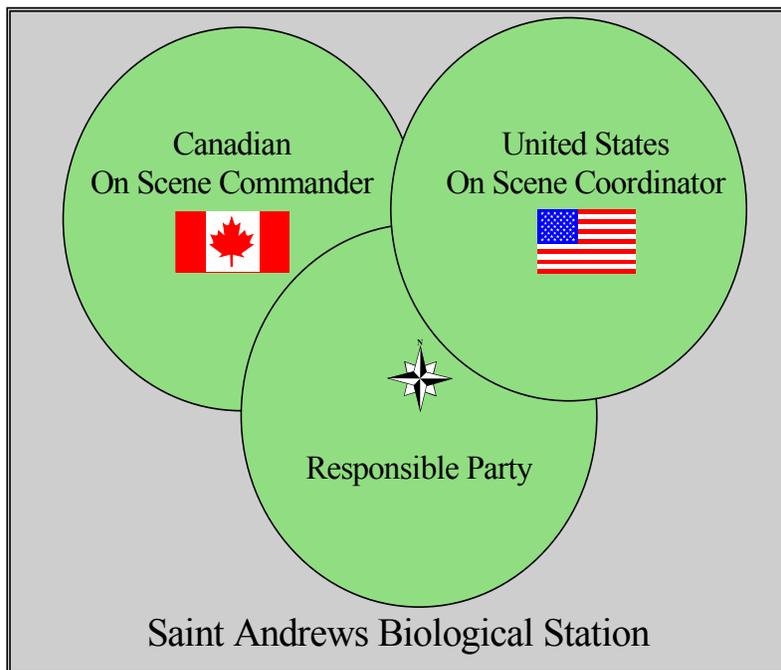
Example: Spill Originates in United States



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Figure 4 - Level IV Joint Command Post

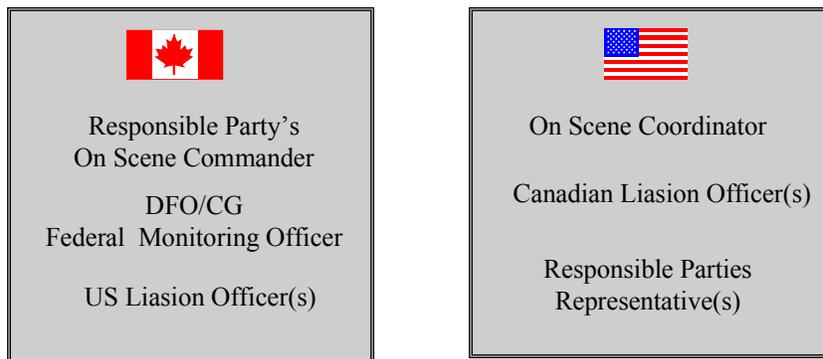
Figure 5 - Level V, Option I: Joint Command Post



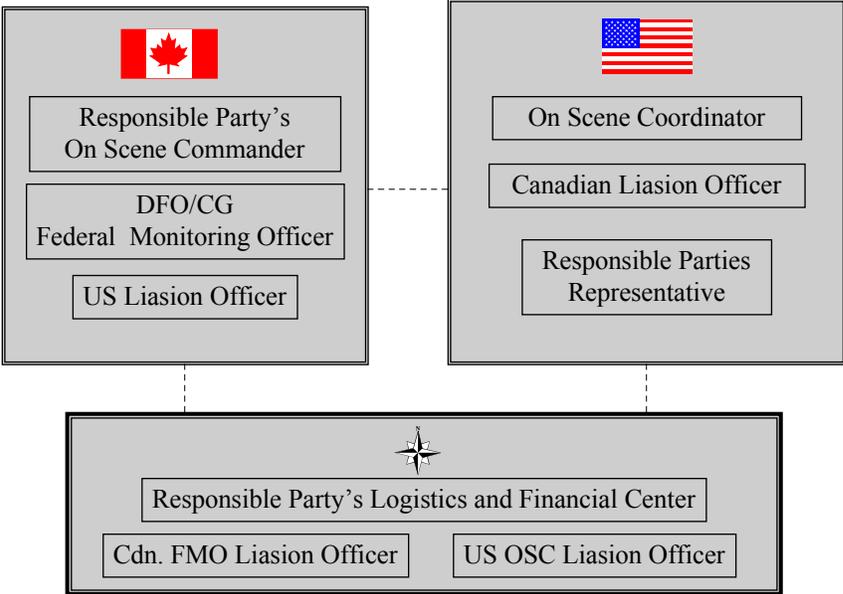
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Figure 5 - Level V, Option I: Joint Command Post

Figure 6 - Level V, Option II: Individual Command Post



**Figure 7 - Level V, Option III: Individual Command & Financial / Logistics Posts
Option III will not exist without the participation of the Responsible Party.**



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