



Northwest Passage MRO 2016: Non-SAR Panel

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CANADA BORDER SERVICES AGENCY

The Winnipeg CBSA office is responsible for all clearances of vessels arriving in Canada as a first point of arrival through the NWT

There are no CBSA offices in the Arctic that are designated as a cruise ship operation office or (CSO).

This means that customs and immigration clearances at non CSO locations (First Point of Arrival in Canada) must be pre-arranged with the CBSA months in advance. A cost recovery agreement must be signed and in place between the parties.





CBSA CLEARANCE PROCEDURE

- A Passenger Manifest and a Crew Manifest are to be provided to the CBSA as far in advance as possible of the cruise ship's arrival at the FPOA in order to facilitate the clearance of persons and goods arriving in Canada. A Pre-arrival Notice (PAN) must also be submitted.
- The information is to be provided to the CBSA National Targeting Centre and to the local CBSA Winnipeg office via email.

National Targeting Centre: M3330200ADG@cbsa-asfc.gc.ca

CBSA Winnipeg: NWTClearance@cbsa-asfc.gc.ca



Emergency Protocol

- Key will be to alert the CBSA as soon as possible using the same contact email addresses and or direct contact with the local CBSA Chief of Operations by cell phone.
- Control of the whereabouts of all persons that were aboard must be maintained.
- Information to be provided as to where each person is so that CBSA can follow up as required once passengers are safe. Passenger/crew manifests will be cross-checked.

United States Customs and Border Protection

CBP is committed to facilitating the entry of emergency workers and their equipment to assist in disaster and recovery efforts. CBP remains vigilant in accomplishing its priority mission: to protect U.S. borders. CBP officers will continue to process people and goods entering the U.S. in accordance with established law and regulations; however policies are in place for use at our discretion when the proper entry documents are not available at the time of entry.

Discretionary Authority

People:

INA 212 D 4 A - Waivers of documentary requirements

INA 212 D 5 A - Port Parole

Deferred Inspection

211(b) of the Immigration and Nationality Act

CBP pre-clearance in Canada

Goods:

19 CFR 10.107 - allows for the free entry of equipment and supplies for rescue and relief work. Paperwork can be submitted up to 10 days later with CBP approval.

Manned CBP ports of entry in Alaska

On the Land Border with Canada:

- Alcan, Dalton Cache, Skagway, Poker Creek (summer only)

Seaports:

- Ketchikan, Prince Rupert (summer only), Dalton Cache, Skagway, Nome, Dutch Harbor, Sitka, Wrangell, Juneau

Full Service Airports:

- Anchorage, Fairbanks, Juneau

Limited Service Airports:

- Nome, Dutch Harbor, Northway, Sitka



Fisheries and Oceans
Canada

Pêches et Océans
Canada

Canadian
Coast Guard

Garde côtière
canadienne



Safety First, Service Always



Canadian Coast Guard Emergency Services

April 13 2016

Environmental Response Program



Canada law entrenches “Polluter Pay” principle

- A rapid and well managed response will reduce damage to the environment and thus lower costs to the ship owner.

CCG is the Lead Agency for ship source spills

- No commercial contractors in the North
- Response capacity aboard icebreakers limited to small spills
- ER Program maintains limited equipment in three sites - Tuktoyaktuk (NT), Churchill (MB), Iqaluit (NU)
 - Light equipment configured in shipping containers not suitable for offshore environments
 - Government does not maintain dedicated logistics nor workforce to deploy



Boom deployment exercises with CCG personnel and community members in Ulukhaktok)



Beach Beach Flush System (Included in most community packs)

Environmental Response Program



Typical Community Pack container

Description of Environmental Response:

- 23 equipment depot sites in the Arctic (three types of depots):
 1. 19 Community Packs
 2. 1 Rapid Air Transportable
 3. 3 Major Environmental Response Depots



Boom deployment exercise with CCG personnel and community members in Ulukhaktok.

1. Arctic Community Packs

- 19 Community response kits (or Arctic Community Packs) designed for initial on-water containment and protection;
- Tailored to community specific objectives and strategies for each community based on environmental priorities;
- Beach flush systems in several of these communities.

Environmental Response Program: Cascading Response



2. RAT (Rapid Air Transportable)

- One site in Hay River
- Approximately 120 Pallets (baskets) of equipment ready to be shipped
- Configured to access to 39 of 47 communities, using common available cargo aircraft within 2 hours flying from Hay River
- Equipment for recovery, protection storage, shoreline cleanup, area decontamination suite to be moved by air transportation vehicles from airfield to beachhead
- Rated up to 1-150T volume of spilled material
- Deployment standard of 48-96 hours
- CCG maintained and deployed



Rapid Air Transportable depot

3. Major Environmental Responses Depots (Delta-1000)

- 3 large depots strategically placed North of latitude 60;
- Iqaluit, Churchill (Manitoba) and Tuktoyaktuk;
- Contain larger caches of equipment for responding to more significant marine pollution incidents.



US Coast Guard



Non-SAR Panel

LTjg Jessica Stock, Incident Management
Mr. Kevin Williams, Investigations



United States Coast Guard

Semper Paratus





Incident Management



Homeland Security

United States Coast Guard

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Incident Management



Homeland
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Investigations

United States Jurisdiction

A marine casualty involving a U.S. Citizen on a foreign passenger vessel operating south of 75 degrees north latitude, west of 35 degrees west longitude, and east of the international dateline.



United States Coast Guard
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International Maritime Organization Casualty Investigation Code

- Marine Safety Investigating State – the flag state that takes the responsibility for the conduct of the marine safety investigation as mutually agreed in accordance with the Code.
- Substantially Interested State – a marine casualty on a foreign passenger vessel outside of US Territorial Seas.
- Coastal State – a marine casualty on a foreign passenger vessel inside US Territorial Seas.



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Investigations

Objectives

Be thorough and timely. Facilitate maximum cooperation between states.

Produce findings and recommendations to improve passenger vessel safety.



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Questions?