

**CANADA - UNITED STATES JOINT  
MARINE POLLUTION CONTINGENCY PLAN (JCP)**

**ANNEX 3**

**PACIFIC - GEOGRAPHICAL ANNEX  
(CANUSPAC)**

This Annex is the responsibility of:

Canadian Coast Guard  
Western Region  
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Victoria, B.C.  
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Canada

United States Coast Guard  
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915 Second Avenue, Room 3506  
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## Letter of Promulgation

Pursuant to the Canada – US Joint Marine Pollution Contingency Plan (JCP) the following document presents the coordinated efforts of the United States Coast Guard – District 13 (USCG) and the Canadian Coast Guard – Western Region (CCG) to integrate pollution incident responses.

As per the JCP, this Geographic Annex – Pacific Coast, also known as CANUSPAC, presents the basic information necessary to execute an efficient and effective response operation in the contiguous waters. Contiguous waters to which CANUSPAC applies involve those in the Juan de Fuca region, including Juan de Fuca, Haro, and Georgia Straits as well as Boundary Passage.

This document is reviewed annually and exercised in accordance with the principles outlined in the JCP. CANUSPAC may be modified by mutual consent of the Parties as outlines in Section 1100 of the JCP and Section 400 of the Annex.

  
Roger Girouard  
Assistant Commissioner, Western Region  
Canadian Coast Guard

  
RADM Richard Gromlich  
Commander Thirteenth District  
United States Coast Guard

Signed at: Victoria BC  
Date: 24/14

Signed at: Victoria BC  
Date: 9 October 2014

## Emergency Contact Numbers

These numbers are provided for plan activation.

### **FOR NOTIFICATION OF THE CANADIAN REPRESENTATIVE**

Contact CCG-Western Region Environmental Response at the 24-hour MCTS Centre in Vancouver.

**Ph: 604-666-6012**

**Fax: 604-666-8453**

### **FOR NOTIFICATION OF THE UNITED STATES REPRESENTATIVE**

USCG Sector Puget Sound at the 24-hour Joint Harbor Operations Center in Seattle.

**Ph: 206-217-6001**

**Fax: 206-217-6348**

**Revision Record**

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## 100 Purpose

The purpose of the Pacific Geographical Annex (CANUSPAC) to the Canada - U.S. Joint Marine Pollution Contingency Plan (2014), is to identify the specific processes whereby both Coast Guards communicate, consult and coordinate in response to discharge or threat of discharge of pollution into the contiguous waters of interest of both Canada and the United States.

The response to marine pollution or threat of marine pollution shall be consistent with the *Canadian Coast Guard Marine Spills Contingency Plan - Pacific Region* and the *Northwest Area Contingency Plan (USCG)*.

No action contained within this Annex shall be interpreted as usurping the authority or processes identified in the respective national response systems.

## 200 Area of Coverage

This Geographical Annex applies to the contiguous waters defined by the international boundary between British Columbia and Washington comprising the waters of the Juan de Fuca region on the Pacific Coast as shown in Figure 1 below.



Figure 1: CANUSPAC Area of Coverage

## 300 Responsibilities

For current contact information see Appendix 1.

### Canada

Position	Responsibilities
Assistant Commissioner Canadian Coast Guard Western Region	<ul style="list-style-type: none"> <li>• Regional Authority</li> <li>• Development, maintenance and promulgation of CANUSPAC Geographical Annex</li> <li>• Plan activation</li> </ul>
Regional Director of Marine Programs Canadian Coast Guard Western Region	<ul style="list-style-type: none"> <li>• Plan activation</li> </ul>
Superintendent Environmental Response Canadian Coast Guard Western Region	<ul style="list-style-type: none"> <li>• JRT Co-Chair</li> <li>• Execution and functions regarding preparedness exercises and overseeing issues of operational readiness for their geographical areas of responsibility</li> <li>• Recommends plan activation</li> </ul>
Response Officer Environmental Response Canadian Coast Guard Victoria Base	<ul style="list-style-type: none"> <li>• Incident Commander for Vancouver Island</li> <li>• Recommends plan activation</li> </ul>
Response Officer Environmental Response Canadian Coast Guard Richmond Base	<ul style="list-style-type: none"> <li>• Incident Commander for South Coast and Lower Mainland</li> <li>• Recommends plan activation</li> </ul>



**United States**

<b>Position</b>	<b>Responsibilities</b>
District Commander Thirteenth Coast Guard District United States Coast Guard	<ul style="list-style-type: none"> <li>• District Commander</li> <li>• Plan activation</li> </ul>
Chief, Response Department United States Coast Guard Thirteenth Coast Guard District	<ul style="list-style-type: none"> <li>• Joint Response Team Alt Co-Chair</li> <li>• Execution and functions regarding preparedness exercises and overseeing operational readiness for their geographical areas of responsibility</li> <li>• District Response Advisory Team</li> <li>• Command Center</li> </ul>
Commander Sector Puget Sound United States Coast Guard	<ul style="list-style-type: none"> <li>• Captain of the Port</li> <li>• Federal On Scene Coordinator</li> <li>• Recommends Plan activation</li> </ul>
Command Center United States Coast Guard Thirteenth Coast Guard District	<ul style="list-style-type: none"> <li>• Provides communication support for operation as requested by District Commander and Chief, Response Department</li> </ul>

**400 Plan Review and Update**

The Annex will be reviewed annually and updated as follows:

**Review**

The CCG and the USCG will annually review this plan to take into consideration changes in law, policy, environmental factors, and lessons learned after oil pollution incidents and exercises.

**Revisions**

The CCG/USCG will jointly distribute agreed upon revisions to all JRT Members.

**Revision Record**

Upon receiving a revision transmittal, please ensure that its number is next in sequence to the previous issue. Process the revisions according to the transmittal instructions and indicate your completion of the change on the Revision Record.

**Revision Requests**

All requests or suggestions for revision to this Annex should be forwarded to Regional Director of Marine Programs, CCG Western Region or the District Commander (drm), Thirteenth Coast Guard District.

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## 500 Pattern of Response

In the spirit of the International Convention on Oil Pollution Preparedness, Response and Co-Ordination 90 (OPRC) and the long history of cooperation between both Coast Guards, the following are the guiding principles for a response under the authority of this Annex:

- For every response to marine pollution, the safety of the response personnel, crews, and the public is paramount;
- Timely, accurate and open communications are essential from the initial notification of pollution through the conclusion of the response activities and debrief;
- Wherever possible, both Coast Guards will consult the other on response actions that may impact the other; and
- Wherever practicable, both Coast Guards will coordinate response activities to maximize clean-up effort.

## 501 Response Operations

Response actions of the USCG and CCG may be classified as coordinated, joint, or separate response operations. The location, time and nature of the response operations will determine the extent of interactions. During a joint coordinated response, there exists a requirement for the co-chairs and members of the JRT to provide the following:

- Conflict resolution
- Hastening procedures within their jurisdiction

All requests for such actions should be made through the respective co-chairs. The co-chairs will be responsible for facilitating the request.

## 502 Response Actions

Coordinated actions will involve activities that are enhanced by involvement and input of both parties. Examples include logistic activities near and cross-border such as: beach cleanup; waste disposal; Shoreline Cleanup Assessment Technique (SCAT) process; and salvage operations.

Joint response actions are those that can best be completed by both parties sharing limited resources and expertise. Examples of joint operations may include: initial over-flights, wildlife protection, personnel support, securing of source,

establishment of on-scene communications, open water skimming, and public affairs.

Separate response actions will involve those activities that are required/ permitted in one country but not the other. Examples may include in-situ burning or shoreline cleaning well away from the border.

## **600 Operational Structure.**

### **Canada**

Refer to the *Canadian Coast Guard Marine Spills Contingency Plan – National Chapter, Section 4, Response Management Structure.*

### **United States**

Refer to the *Northwest Area Contingency Plan, Section 2100, Command Structure.*

## **601 Designation of On-Scene Commander and Coordinator**

For the purpose of this Annex the two Coast Guards will be the primary coordinating agencies for all marine spills, even in cases where other lead agencies or polluters provide an Incident Commander (IC) or On-Scene Coordinator.

### **Canada**

The source of the pollution determines lead agency. For any source originating in Canadian waters that enters foreign waters, the Canadian Coast Guard will appoint an On-Scene Commander for operations within Canadian Waters.

Further details of the lead agency designation can be found within the Mandate and Role section of the *CCG Marine Spills Contingency Plan – National Chapter Section 1.*

[http://www.ccg-gcc.gc.ca/eng/Ccg/er\\_National\\_Response\\_Plan/s1#171](http://www.ccg-gcc.gc.ca/eng/Ccg/er_National_Response_Plan/s1#171)

### **United States**

Each responsible party for a vessel or a facility from which oil is discharged, or which poses the substantial threat of a discharge of oil, must take action to respond to the spill (*Oil Pollution Act of 1990*). The USCG is the Federal On-Scene Coordinator (FOSC) and will determine if sufficient action is being taken.

In cases where the responsible party cannot be located or is unwilling or unable to respond, the USCG will assume control of the response and use federal funds to minimize and mitigate damage.

Refer to the *Northwest Area Contingency Plan* for further details.

## **602 Other Critical Personnel**

### **Canada**

Refer to the *Canadian Coast Guard Marine Spills Contingency Plan for Pacific Region* and its accompanying Area Plan for specific personnel involved in a response.

### **United States**

Refer to the *Northwest Area Contingency Plan (NWACP)* Section 9101, Regional Response Team and Area Committee Charter.

## **603 Government Resources Available for Normal Response Operations**

Refer to the *Canadian Coast Guard Marine Spills Contingency Plan - Pacific Region Area Plan* and *Northwest Regional Area Plan for Response Inventory*.

See Appendix 4 for locations of response resource depots.

## **604 Liaison Officer**

During a coordinated response, both Coast Guards shall exchange representatives to participate as International Coast Guard liaison officers to facilitate the flow of information and to support coordinating activities two separate command posts are used.

The liaison officer shall report to the respective OSC. Such a representative shall be someone with some degree of decisions-making authority, plus functional knowledge and experience in;

- spill management
- contingency planning
- pollution response equipment
- the Joint Contingency Plan, and
- Coast Guard and industry response capabilities.

International Coast Guard Liaison officers shall have immediate access to, and be able to speak for, their own Coast Guard On-Scene Commander or Coordinator.

## 700 Notification Procedures

### Emergency Notifications

#### 1. Notifications to Canada.

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

Casnadian Coast Guard Regional Marine Information Center:

1-800-889-8852 (24-hour number)

#### 2. Notifications to United States. In the eve

In the event of a harmful substance incident in Canadian contiguous waters that requires notification to the American authorities the following office shall be notified:

USCG Sector Puget Sound at the 24-hour Joint Harbor Operations Center in Seattle.

**Ph: 206-217-6001**

**Fax: 206-217-6348**

## 701 Plan Activation

The CCG Assistant Commissioner or the District Commander 13th Coast Guard District, or their designated representatives, may activate by agreement the JCP and CANUSPAC Annex. The JCP and CANUSPAC Annex shall be activated only by formal initiation. This will normally be done by telephone followed by an activation message or letter sent via email or fax. Refer to Appendix 5 of the JCP for message format.

The activation of the CANUSPAC Annex will occur when:

- A pollution incident originates within the area of responsibility of one Party and is accompanied by a threat of the pollutant spreading into the area of responsibility of the other Party, or where the spreading has already occurred;
- A pollution incident occurs where no pollutants have spread, or threaten to spread into both areas of responsibility, but the magnitude of the incident or other factors makes a joint response desirable; or
- A pollution incident originates outside the areas of responsibility of both Parties and results in a threat to the spread of the pollutant into the area of responsibility of one or both Parties.

## **702 Plan Deactivation**

A recommendation to deactivate the JCP in response to a particular incident shall be made by agreement of the two OSCs. The JRT co-chair from the Party which originally activated the JCP shall deactivate it by message after consultation with the co-chair from the other Party. The message will clearly establish the date and time of the cessation of the joint response. Refer to Appendix 6 of the JCP for message format.

## **800 Procedures for Border Clearance**

### **801 Responding from Canada into the United States - Customs and Excise Regulations**

During an emergency, United States Customs and Border Protection Regulations provide for the movement of work force and equipment from Canada into the United States. Title 19, United States Code Section 1322 International Traffic and Rescue work, (b) states (in part):

*The Secretary of the Treasury may provide by regulation or instruction for the admission, without entry and without the payment of duty or tax imposed upon or by reason of importation, of:*

*(1) Aircraft, equipment, supplies, and spare parts for use in searches, rescues, investigations, repairs, and salvage in connection with accidental damage to aircraft,*

*(2) Fire-fighting and rescue and relief equipment and supplies for emergent temporary use in connection with,*

*(3) Rescue and relief equipment and supplies for emergent temporary use in connection with floods and other disasters*

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

#### **801.1 Customs and Excise Procedures for entry into the United States**

When federal involvement becomes necessary in a trans-boundary incident, a USCG official notifies U.S. Customs and Border Protection Service (USCBP) Port Director that the JCP (CANUSPAC) has been activated, and that CCG and/or response organization personnel and equipment will be arriving to deal with a

release affecting or threatening the United States. The telephone notification will be followed by a FAX to U.S. Customs and a copy to the FOOSC.

U.S. Customs and Border Protection Service should be notified as soon as possible after the arrival in the U.S. of any carrier and/or equipment. This may be done by telephone and/or fax if necessary. In no way shall any carrier responding to an emergency be delayed by U.S. Customs to report its arrival.

The United States Customs and Border Protection Service Port Director may authorise or direct the following;

- Expedited entry/clearance for response equipment involved with emergency response with no duty or other fees to be collected (clearance is valid for 90 days).
- Where equipment enters the United States at other than a port of entry, e.g., air or water, it must be reported to USCBP within 10 days, or as soon as is practicable.
- Material, equipment and supplies dispatched from Canada must remain under supervisory control of an appropriate Canadian authority.
- Equipment brought into the United States must be returned to Canada within 90 days unless an extension is granted or other arrangements are made at the time of entry or during the response. Consumables need not be brought back into Canada.
- Equipment returning to Canada will be required to be checked out through USCBP prior to the leaving the United States.

## **801.2 Employment and Immigration Regulations for entry into the United States**

The Immigration and Nationality Act provides the USCBP the responsibility for regulating the movement of people across the international borders into the U.S. This includes the ability to expedite the movement of emergency workers from Canada into the U.S., upon request from the USCG, to assist the U.S. in responding to emergencies.

Section 212(d)(3) of the Immigration and Nationality Act provides the District Director, USCBP, 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;

- When United States federal involvement in a trans-boundary incident becomes necessary, a USCG official notifies USCBP of an international spill and the need for trained Canadian workers to support the emergency response.

- The USCG official must specify that the Canada/United States Joint Plan/CANUSPAC has been activated. Initial telephone notification will be followed up with a FAX to USCBP and the FOSC.
- The USCG official certifies to the USCBP that insufficient trained response workers are available to respond in a timely manner.
- Secure from United States Immigration a form I-94 for each foreign worker that is not a citizen of Canada or of the British Commonwealth. All personnel should have government identification with them. In addition, non-Canadian citizens must have passport or visa with them.
- Response organisations must provide safe transport for an USCBP Inspector to inspect response operations.
- US Coast Guard should provide 24-hour advanced notice of entry if possible.
- Workers from Canada may work only 90 days in the United States, unless other provisions are made.
- Upon departing the United States, the Canadian workers must check out through an Immigration and Naturalization Service (INS) office.

See Appendix 1 for full contact information for U.S. Customs and Border Protection.

See Appendix 2 for the U. S. Customs and Immigration checklist.

## **802 *Responding from the United States into Canada - Revenue Canada Regulations***

In the event of an emergency, Customs Border Services have specific regulations governing the movement of persons and goods. Revenue Canada Memorandum D8-1-1 provides guidelines and information regarding the temporary importation of emergency equipment.

Officials of federal, provincial or municipal governments may declare emergencies. 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 tariff item No.9993.00 and 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 cancelled 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. federal officer, 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.

## **802.1 Revenue Canada Procedures**

The CCG IC will notify the Canada Border Service Agency at the port of entry as soon as possible that the JCP/CANUSPAC has been activated, and goods will be entering Canada. The telephone notification will be confirmed with a FAX and/or email to Customs and a copy to the OSC.

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

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

## **802.2 Employment and Immigration Regulations for entry 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 responders are not 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 of people with special skills that would otherwise not be admissible.

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## 802.3 Employment and Immigration Procedures for entry 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 responders to co-ordinate entry for an official of the CCG involved in the emergency situation by contacting Employment and Immigration / Customs and confirm the need for their entry into Canada.

Refer to Appendix 1 for full contact information for Canada Customs, Excise and Taxation Agency and Canada Citizenship and Immigration.

Refer to Appendix 2 for Canada Customs and Immigration checklist.

CBSA has a “Procedures for processing”

## 900 Procedures for the Non-Application of Coasting Trade Laws

### 901 *Canadian Equipment entering into the United States*

U.S. Customs officials, with prior notification, will allow the entrance of Canadian response equipment during an emergency without duty in accordance with the following regulation (19 CFR §10.107).

During an emergency, United States Customs and Immigration Regulations provide for the movement of work force 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.

When federal involvement becomes necessary in a trans-boundary incident, a USCG official notifies United States Customs and Border Security Agency, Port Director that the JCP / CANUSPAC Annex has been activated to deal with a release affecting or threatening the United States. The telephone notification will be confirmed with a FAX to Customs and a copy to the FOOSC.

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

- U.S. Customs should be notified as soon as possible after the arrival in the U.S. of any carrier and/or equipment. This may be done by telephone and/or fax if necessary. In no way shall any carrier responding to an emergency be delayed by Custom to report its arrival.
- Expedited entry/clearance for response equipment involved with emergency response with no duty or other fees to be collected (clearance is valid for 90 days).
- Where equipment enters the United States at other than a port of entry, e.g., air or water, it must be reported to United States Customs within 10 days, or as soon as is practicable. Material, equipment and supplies dispatched from Canada must remain under supervisory control of an appropriate Canadian authority.
- Equipment brought into the United States must be returned to Canada within 90 days unless an extension is granted or other arrangements are made at the time of entry or during the response; and consumables need not be brought back into Canada.
- 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 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. Canadian-flag oil spill recovery vessels must report arrival and make entry when coming into the U.S. These vessels may discharge oil recovered from U.S. waters to a U.S. port (SEC.1117. 46 USC 12101) (P. L. 104-324 §1117).

## **902 U.S. equipment entering into Canada**

Remission of duties may be granted to response equipment imported into Canada to be used temporarily for an actual or imminent pollution incident. Goods do not include personnel and all goods that have not been expended or destroyed in resolving the emergency must be exported from Canada. The issuance of Canada Customs form E29B by Customs officers will be required at the time of importation or after the fact depending on the circumstances. Where Customs officers or Royal Canadian Mounted Police are not in attendance a record will be kept by a responsible person for completing the E29B. To ensure that there are no undue impediments and to expedite such procedures for the importation of equipment requires co-ordination by responsible agencies with field Customs officials. Local Senior Customs officials should be included in Area Planning meetings and Regional Environmental Emergency Team (REET) meetings whenever possible.

## **1000 Exercises**

The scope and frequency of exercises will be in accordance with the JCP. See section 302.

## **1100 Detailed Sections to the Operational Supplement**

### ***1101 Communications Plan***

During the notification stage of an incident involving the joint plan activation, communications will generally be via telephone, email and fax. Incident specific communications will be assembled into a communications plan as quickly as possible and distributed via fax and email.

Cell phones can be used when and where there is adequate coverage.

VHF radio will also be used extensively during an incident, especially on scene. Common radio frequencies may be utilized and will be included in the incident specific communications plan.

As an incident progresses, a more detailed specific Communications Plan and equipment list will be developed for the incident action plan. This communications plan will be developed between the CCG and USCG OSC's.

#### **Canada**

Refer to the *Canadian Coast Guard Marine Spill Contingency Plan – Pacific Region Chapter* for information on Command Posts. The Coast Guard uses

several channels as stand alone simplex and has access to repeaters in cooperation with private industry.

**United States**

Communications information is found in *Northwest Area Contingency Plan, Section 9501 Communications Manual*.

## **1102 Response Resources Inventory**

**Canada**

Refer to the *Canadian Coast Guard Marine Spills Contingency Plan for Pacific Region* and the accompanying *South Coast and Interior Area Plan* for response inventory located at each site.

**United States**

Refer to the *Northwest Area Contingency Plan, Geographic Response Plans for the Strait of Juan De Fuca and San Juan Islands* for response inventory .

## **1103 Sensitive Environments Plan**

**Canada**

Environment Canada's National Environmental Emergency Center ( NEEC) will coordinate all environmental sensitivity information Other federal, First Nation, provincial and/or local sources of environmental sensitivity information will be incorporated into an Environmental Unit with the ICS.

**United States**

The National Oceanographic and Atmospheric Administration Scientific (NOAA) Support Coordinator will coordinate all Environmental Sensitivity Information (ESI). Sources of this information will be ESI maps and the *Sensitive Areas Contingency Plan* part of the *Subarea Contingency Plan*. Real-time environmental information will be obtained via discussions with appropriate resource personnel from US Fish and Wildlife Service, NOAA Fisheries, Washington State Fish and Wildlife and other local knowledge sources.

## **1104 Logistics Plan**

**Canada**

Refer to *Canadian Coast Guard Marine Spills Contingency Plan- Pacific Region Area Plan*.

**United States**

Refer to the *Northwest Area Contingency Plan*.

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## **1105 Integration of Volunteers**

### **Canada**

Refer to *Canadian Coast Guard Marine Spills Contingency Plan - National Chapter Section 2-2*.

### **United States**

Volunteer information is found in the *Northwest Area Contingency Plan*.

## **1106 Salvage and Rescue Inventory**

See Appendix 1 for contact information

### **Canada**

Rescue: Contact the Rescue Coordination Centre via CCG RMIC

Salvage: Contact the Transport Canada Marine Safety Office via CCG RMIC.

### **United States**

Rescue: Contact the 13<sup>th</sup> Coast Guard District Command Center

Salvage: The USCG has authority to access Federal civilian equipment, personnel and services. The current list of civilian contractors with a Basic Ordering Agreement (BOA) is accessible through the *Northwest Area Contingency Plan*.

## **1107 Disposal**

### **Canada**

Disposal of hazardous waste in British Columbia falls under the authority of the Provincial Government through the BC MOE. The *Waste Management Guidelines for Marine Oil Spill Response in British Columbia* and *Inventory of Potential Sites for Disposal / Storage of Oily Waste* provide guidance on this matter.

### **United States**

Refer to *Northwest Area Contingency Plan, Section 9405, Washington State Disposal Guidelines*.

## **1108 Joint Response Team Contact List**

Refer to Appendix 1 for current contact information.

## **1109 Public Information Coordination**

Coordinated public information releases are preferred but not always possible. To the maximum extent possible, coordinated press and media releases/briefings will be conducted. If joint press releases are not possible, the respective public affairs officers will coordinate to the maximum extent possible to ensure information released separately is consistent and accurate.

### **Canada**

Refer to Canadian Coast Guard Marine Spills Contingency Plan-National Chapter, Section 4.3 and Pacific Chapter, Section 3 and Section 2-Operational Annex.

### **United States**

Refer to the NWACP Joint Information Center Manual developed for the National Response Team by the USCG Public Information Assist Team.

## Appendix 1: Contact List

Canadian Coast Guard	
Assistant Commissioner Canadian Coast Guard Western Region 25 Huron Street, Victoria, B.C. V8V 4V9 Ph. 250 – 480 – 2765 Fax. 250 480 2702	Regional Director of Marine Programs Canadian Coast Guard Western Region 25 Huron Street Victoria, B.C. V8V 4V9Ph. 250 480 2711Fax 250 480 2702
Superintendent Environmental Response Canadian Coast Guard Western Region 4260 Inglis Drive Richmond, B.C. V7B-1L7 Ph. (604) 270-3273 Fax. (604) 270-7349 Cell. (604) 340-1954	Senior Response Officer Environmental Response Canadian Coast Guard Sea Is. Base 4260 Inglis Drive Richmond, B.C. V7B-1L7 Ph. (604) 270- 4387 Fax. (604) 270-7349 Cell. (604) 816 7432
Senior Response Officer Environmental Response Canadian Coast Guard 25 Huron St. Victoria, B.C. V8V 2J8 Ph. (250) 363-3861 Fax. (250) 363-3076 Cell. (250) 361-8319	MCTS Vancouver Marine Information Centre Ph. (604) 666-6012 1 800 889 8852 Fax. (604) 666-8453



## United States Coast Guard

District Commander United States Coast Guard Thirteenth Coast Guard District 915 Second Avenue Room 3590 Seattle, WA 98174-1067 Ph. (206) 220-7001 Fax. (206) 220-7009	Incident Management & Preparedness Advisor United States Coast Guard Thirteenth Coast Guard District 915 Second Avenue, Suite 3408 Seattle, WA 98174 Office: (206) 220-4662 Fax: (206) 220-7342
Chief, Response Division United States Coast Guard Thirteenth Coast Guard District 915 Second Avenue Room 3506 Seattle, WA 98174-1067 Ph. (206) 220-7001 Fax. (206) 220-7009	District 13 Command Center (Jackson Federal Bldg, Seattle, WA) Ph. (206) 220-7001 Fax (206) 220-7009

## Canadian JRT Members

Superintendent Environmental Response Canadian Coast Guard Western Region 4260 Inglis Drive Richmond, B.C. V7B-1L7 Ph. (604) 270-3273 Fax. (604) 270-7349 Cell. (604) 340-1954	Environment Canada Manager, Enforcement Division Pacific and Yukon Region 201-401 Burrard Street, Vancouver B.C. V6C-3C4 Ph. (604) 666-0064 Fax (604) 666-7463
British Columbia Ministry of Environment A/Manager, Hazard Management BC Ministry of Environment P.O. Box 9342, Stn Prov Govt Victoria, BC V8W 9M1 Tel: (250)387-9950 cell: (250)686-3705 FAX: (250)953-3856	Transport Canada – Marine Safety Regional Director 602 - 800 Burrard St. Vancouver, B.C. V6Z 2J8 Ph.# (604)-666-5470 Fax # (604)-666-5444
Canada Board Services Agency Superintendent, Immigrations Customs Operations Victoria 107-816 Government St. Victoria, B.C. V8W 1X1 Ph. (250) 363-3339 Fax (250) 363-3179	Canada Board Services Agency Superintendent, Immigrations 200 Highway #99 Surrey, B.C. V3S-9N7 Ph. (604) 541-5623 Fax (604) 541-5621

## United States JRT Members

<p>United States Coast Guard Chief, Planning Division United States Coast Guard Thirteenth Coast Guard District 915 Second Avenue Room 3506 Seattle, WA 98174-1067 Ph. (206) 220-7337 Fax. (206) 220-7342 24 Hr (206) 220-7001</p>	<p>U. S. Customs and Border Service Area Port Director 9901 PACIFIC HIGHWAY BLAINE, WA 98230 Ph 360-332-5771 Fax 360-332-4701</p>
<p>NOAA Emergency Response Division 7600 Sand Point Way N.E. Seattle, WA 98115-0070 Ph. (206) 526-6317 Fax (206) 526-6329 24 Hr (206) 526-4911</p>	<p>Commander (FOOSC/COTP) Sector Puget Sound United States Coast Guard 1519 Alaskan Way South Seattle, WA 98134-1192 Ph. (206) 217-6001 Fax (206) 217-6348 e-mail: <a href="mailto:sectorpugetsoundcc@uscg.mil">sectorpugetsoundcc@uscg.mil</a></p>
<p>Federal Emergency Management Agency FEMA Region X National Preparedness Division Technical Hazards Program Specialist 130-228th Street SW Bothell, WA 98021 Ph (425)-487-4686 24 Hr (425) 487-4600 Fax (425) 487-4777 24 Hr Fax (425)) 487-4404</p>	<p>Department of Labor (OSHA) Assistant Regional Administrator U.S. Department of Labor, OSHA 1111 Third Avenue, Suite 715 Seattle, WA 98101-3212 Ph (206) 553-5930 24 Hr (800) 321-6742 Fax (206) 553-6499</p>
<p>Environmental Protection Agency Manager, EPA Emergency Response Program U.S. Environmental Protection Agency 200 Sixth Avenue, Mailcode ECL-116 Seattle, WA 98101 Ph (206) 553-1674 24 Hr (206) 553-1263 Fax (206) 553-0175</p>	<p>Department of the Interior Regional Environmental Officer U.S. Department of the Interior 500 N. E. Multnomah Street Suite 356 Portland, OR 97232-2036 Ph (503) 231-6157 24 Hr (503) 807-3829 (cell) 24 Hr (503) 684-4082 (primary) Pager none Fax (503) 231-2361</p>

<p>State of Washington  Spill Prevention, Preparedness, and  Response Acting Program Manager  Washington Department of Ecology  M/S PV-11  Olympia, WA 98504-8711  Ph (360) 407-7450  24 hour (800) 258-5990  Fax (360) 407-6902</p>	<p>General Services Administration (GSA)  Deputy Regional ER Coordinator  General Services Administration (FZM)  400 15th Street S.W.  Auburn, WA 98001-6599  Ph (253) 931-7024  Fax: (253) 931-7389</p>
<p>Department of Defense  (United States Army)  Mr. Paul E. Peloquin  U.S. Army Engineers  North Pacific Division  P.O. Box 2870  Portland, OR 97208-2870  Ph (503) 808-3887  Fax (503) 808-3904  E-mail:  peloquin.e.paul@nwd01.usace.army.mil</p>	<p>Department of Energy  Emergency Preparedness Specialist  U.S. Department of Energy  P. O. Box 550 (A6-35)  Richland, WA 99352  Ph (509) 376-8519  24 Hr (509) 373-3800  Fax (509) 376-4485</p>

## Canada Border Services Agency

Superintendent, Immigrations 200 Highway #99 Surrey, B.C. V3S-9N7 Ph. (604) 541-5623 Fax (604) 541-5621	Customs Operations Sidney Port of Sidney 101-1640 Electra Blvd. Sidney, B.C. V8L-5V4 Ph. (250) 363-6644 Fax (250) 363-6764 Superintendent ph (250)363-6817
Customs Operations Victoria 107-816 Government St. Victoria, B.C. V8W 1X1 Ph. (250) 363-3339 Fax (250) 363-3179	Superintendent, Customs 200 Highway #99 Surrey, B.C. V3S-9N7 ph. (604)535-9754 Fax (604) 541-5621
Commercial Operations #28, 176 Street, Surrey, B.C. V3S-9R9 ph. (604) Fax. (604) 538-8961 attn "Administrative Supervisor"	

## U.S. Bureau of Customs and Border Protection (Customs)

U.S. Bureau of Customs and Border Protection (Customs) Port Director 2202 Port of Tacoma Rd. Tacoma, Wa 98421 Ph. (206) 593-6338 Fax: (206) 593-6351	U.S. Bureau of Customs and Border Protection (Customs) Area Port Director 9901 Pacific Highway Blaine, WA 98230 Ph. 24 hr. (360) 332-5707 Fax: (360) 332-2339
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## Appendix 2: Customs/Immigration checklist - United States into Canada

Item #	Action Items prior to leaving for the Border.	
1	Has the JCP-CANUSPAC Annex been activated?	
2	Has the OSC requested personnel or equipment assistance from the U.S. into Canada?	
3	Has the Canadian Coast Guard informed the Canada Boarder Services Agency at the port of entry that the JCP been activated and US equipment and/or personnel will be crossing the border?	
4	Has the USCG or US contractors forwarded their personnel and equipment lists to the CCG?	
5	Are the lists of personnel and equipment complete?	
6	Have these lists been forwarded to the Canada Board Sevices Agency at the border crossing point?	

Item #	Action Items while en route to the Border.	
1	Prior to leaving the U.S., ensure a duplicate copy of the personnel and equipment list accompanies each vehicle or vessel.	
2	Ensure each vehicle or vessel has contact information for the CCG in case there are problems at the border.	
3	Upon arriving at the border, stop at the U.S. side of the border and have the lists stamped.	
4	If there is a long back-up at the border, call your CCG contact who will assist in expediting you through the line.	
5	Present the lists to the Canada Boarder Services Agency at the border. If there is a problem, ask for the Senior Officer or Superintendent.	
6	If a problem continues, contact the CCG personnel who requested the equipment or personnel?	
7	Retain copies of the lists for re-entry into the U.S.	

### Appendix 3: Customs / Immigration Checklist - Canada into United States

Item #	Action Items prior to leaving for the Border.	
1	Has the JCP-CANUSPAC Annex been activated?	
2	Has the OSC requested personnel or equipment assistance from the Canada into U.S.?	
3	Has the United States Coast Guard informed the U.S. Customs and Boarder Protection Service at the port of entry that the JCP been activated and Canadian equipment and/or personnel will be crossing the border?	
4	Has the CCG or Canadian contractors forwarded their personnel and equipment lists to the USCG?	
5	Are the lists of personnel and equipment complete?	
6	Have these lists been forwarded to U.S. Customs Boarder Protection Service at the border crossing point?	
7	Time permitting, complete an I-94 form for each individual entering the U.S.	

Item #	Action Items while en route to the Border.	
1	Prior to leaving the Canada, ensure a duplicate copy of the personnel and equipment list accompanies each vehicle or vessel.	
2	Ensure each vehicle or vessel has contact information for the USCG in case there are problems at the border.	
3	Upon arriving at the border, stop at the Canadian side of the border and have the lists stamped.	
4	If there is a long back-up at the border, call your USCG contact who will assist in expediting you through the line.	
5	Present the lists to Inspector at the border with the list. If there is a problem, ask for the Senior Officer or Superintendent.	
6	If a problem continues, contact the USCG personnel who requested the equipment or personnel?	
7	Retain copies of the lists for re-entry into Canada.	

## Appendix 4: Response Equipment Depots within CANUSPAC

