

ANNEX 5

CANADA – UNITED STATES

**DIXON ENTRANCE - GEOGRAPHICAL ANNEX
(CANUSDIX)**

TO THE

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

This Annex is the responsibility of:

Canadian Coast Guard
Pacific Region
Marine Programs
Environmental Response
4260 Inglis Drive Richmond, B.C.
V7B-1L7
Canada

United States Coast Guard
Seventeenth District
Planning & Exercise Division
Juneau Federal Building
709 West 9th Street, Rm 753
PO Box 25517
Juneau, Alaska
99802-5517

Emergency Contact Numbers for Plan Activation.

For notification of Canadian Representative by the United States Representative to activate the plan, the 24-hour Marine Communication and Traffic Service (MCTS) Centre in Prince Rupert will be the contact point.

Ph. # (250) 627-3074

Fax # (250) 624-2465

Email RMIC-Pacific@PAC.DFO-MPO.gc.ca

For notification of United States Representative by the Canadian Representative to activate the plan, the 24-hour USCG Seventeenth District North Pacific SAR Coordinator in Juneau will be the contact point.

Ph. # (907)-463-2000

Fax # (907)-463-2023

Email D17-pf-jun-commandcenter@uscg.mil

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100 Purpose

The purpose of the *Canada – United States Dixon Entrance Geographical Annex (CANUSDIX)* to the *Joint Marine Pollution Contingency Plan (2003)* is to identify the specific processes for communication, consultation and coordination in response to a discharge or threat of discharge of harmful substances into the contiguous waters of Dixon Entrance.

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 *Alaska Federal/State Preparedness Plan for Response to Oil and Hazardous Substance Discharges/Release, Unified Plan, Volume 1*, and the *Southeast Alaska Sub-Region Spill Contingency Plan*. 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 Geographic Annex applies to the zone defined by the international boundary between Alaska and British Columbia comprising the waters of Dixon Entrance on the Pacific Coast of the United States and Canada.

See Appendix 2, Diagram A. NOAA Chart 16016 released 1993

300 Responsibilities

Canada: Position	Responsibilities
Assistant Commissioner Canadian Coast Guard Pacific Region	1* Regional Authority 2* Development maintenance and promulgation of CANUSDIX Geographical Annex. 3* Plan Activation
Regional Director of Maritime Services Canadian Coast Guard Pacific Region	4* Joint Response Team Co-Chair 5* Plan Activation
Superintendent Environmental Response Canadian Coast Guard Pacific Region	6* Execution and functions regarding preparedness exercises and overseeing issues of operational readiness for their geographical areas of responsibility. 7* On-Scene Commander and Federal Monitoring Officer for the Pacific Region 8* Plan Activation Recommendation

Canada: Position	Responsibilities
Senior Response Officer Environmental Response Canadian Coast Guard, Seal Cove	<ul style="list-style-type: none"> • On-Scene Commander for North Coast B.C. and Yukon. • Plan Activation Recommendation

United States: Position	Responsibilities
District Commander Seventeenth Coast Guard United States Coast Guard	<ul style="list-style-type: none"> • District Commander • Plan Activation
Planning & Exercise Division Seventeenth Coast Guard United States Coast Guard	<ul style="list-style-type: none"> • Joint Response Team Co-Chair • Execution and functions regarding preparedness exercises. • Development, maintenance, and Promulgation of CANUSDIX Geographical Annex. • Plan Activation
Commander Sector Juneau United States Coast Guard	<ul style="list-style-type: none"> • Captain of the Port COTP/Officer in Charge of Marine Inspection (OCMI)/Federal Maritime Security Coordinator (FMSC), • Federal On Scene Coordinator (FOSC) • Plan Activation Recommendation

400 Plan Review and Update.

The Annex will be reviewed annually and updated as follows:

1* Review. The Canadian Coast Guard (CCG) and the United States Coast Guard (USCG) will annually review this plan to take into consideration changes in law, policy, environmental factors, and post exercise and incident specific lessons learned.

2* Revisions. The CCG and USCG will jointly distribute approved revisions to all JRT members.

3* Revision Record. Upon receiving a revision, recipient shall ensure that the revision number is next in sequence to the previous issue and process the revisions according to the transmittal instructions. Indicate completion of the change on the Revision Record.

4* Revision Requests. All requests or suggestions for revision to this Annex should be forwarded to Assistant Commissioner, Canadian Coast Guard – Pacific Region or the District Commander, Seventeenth Coast Guard District.

500 Pattern of Response.

In the spirit of the International Convention on Oil Pollution Preparedness, Response and Coordination 1990 (OPRC), and the long history of cooperation between both Coast Guards, the following is 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 conclusion of the response activities.
- Wherever possible, both Coast Guards will communicate response actions that may impact the other.
- Wherever practicable, both Coast Guards will coordinate response activities to maximize clean-up effort.

501 Response Operations

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

- Resolving any conflicts that potentially inhibit a response.
- Hastening response 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 may be logistic activities near the border such as beach cleanup, waste disposal, Shore Line Clean-up Assessment Team (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, over-flights, spill trajectory analysis, lightering and salvage expertise, 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 clean up well away from the boundary line.

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 *Alaska Federal/State Preparedness Plan for Response to Oil and Hazardous Substance Discharges/Releases (Unified Plan), Annex B.*

601 Designation of On-Scene Commander (OSC) and Coordinator.

For the purpose of this Annex, the two Coast Guards will be the primary coordinating agencies for all marine spills. This applies in cases where other lead agencies or polluters provide an OSC.

Canada: The source of the pollution determines the lead agency. For all ship source spills, the Canadian Coast Guard will be the Lead Agency. In all cases where the JCP is activated, the CCG will assume the OSC in Canadian waters.

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

United States: The USCG is the pre-designated 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/ unable to respond, the USCG will assume control of the response and use federal funds to minimize and mitigate damage. For further information, refer to the *Alaska Federal/State Preparedness Plan for Response to Oil and Hazardous Substance Discharges/Releases (Unified Plan), Annex A, Appendix III.*

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 Alaska Federal/State preparedness Plan for Response to Oil and Hazardous Substance Discharges/Releases (Unified Plan) and Southeast Subarea Contingency Plan for Oil and Hazardous Substance Spills and Releases for specific personnel involved in a response.

603 Government Resources Available for Normal Response Operations

Refer to the Canadian Coast Guard Marine Spills Contingency Plan – Pacific Region Area Plan and Alaska Federal/State preparedness Plan for Response to Oil and Hazardous Substance Discharges/Releases (Unified Plan), Southeast Subarea Contingency Plan for Oil and Hazardous Substance Spills and Releases for a list of resources.

604 Liaison Officer

During a coordinated or joint response, either Coast Guard will, request a representative from the other Coast Guard to participate as a liaison officer to facilitate the flow of information and to support coordinating activities when two separate command posts are used.

The liaison officer shall report to the respective OSC. Such a representative shall be someone with the following knowledge and experience in:

- Spill Management
- Contingency Planning
- Pollution Response Equipment
- The Joint Contingency Plan
- Coast Guard and Industry Response Capabilities

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

700 Notification Procedures

If a spill occurs that impacts or threatens the boundary waters of Dixon Entrance, notification will be made by the most rapid means available to the following:

Canadian CG: 24 hour Marine Communications and Traffic Service
Tele: 250-627-3074
Fax: 250-624-2465

USCG: 24 hour 17th District Command Center
Tele: 907-463-2000
Fax: 907-463-2023

701 Activation of the Plan

The CCG Assistant Commissioner or the District Commander 17th Coast Guard District, or their designated representatives, may activate by agreement the JCP and CANUSDIX Annex. The JCP and CANUSDIX 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 2, pages 24 & 25 of this Annex for message format.

The activation of the CANUSDIX 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.
- 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 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-chairman from the Party, which originally activated the JCP, shall deactivate it by message after consultation with the co-chairman from the other Party. The message will clearly establish the date and time of the cessation of the joint response. Refer to Appendix 2, pages 24 & 25 of this Annex for message format.

800 Procedures for Customs and Immigration Clearance.

801 Responding from Canada into the United States – Customs and Excise Regulations.

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), subsections 2, 3 of Title 19, United States Code, provides that:

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

(2) fire-fighting and rescue and relief equipment and supplies for emergency temporary use in connection with conflagrations.

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

Pursuant to this section, the United States Customs Port Director may allow rescue, response, and relief equipment into the country without payment of duty.

801.1 Customs and Excise Procedures for entry into the United States

When Customs and Immigration federal involvement becomes necessary in a trans-boundary incident, a USCG official shall notify the United States Customs Port Director that the JCP/CANUSDIX 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 Immigration with a copy to the FOSC

The USCG FOSC and the Customs Port Director must communicate to avoid confusion and delays. It is highly recommended that Customs be represented in the command post to facilitate this communication. The United States Customs Port Director may authorize 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).

The following are procedures and guidance for USCG FOSC:

- An FOSC representative shall notify U.S. Customs as soon as possible after the arrival in the United States 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. 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 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 clear U.S. Customs prior to leaving the United States.

801.2 Employment and Immigration Regulations for entry into the United States

The Immigration and Nationality Act provides the Bureau of Citizenship and Immigration Service (BCIS) the responsibility for regulating the movement of people across the international borders of the United States. This includes the ability to expedite the movement of emergency workers from Canada into the United States upon request from the United States to assist the United States in responding to emergencies. For current regulations see BCIS Web link at <http://www.bcis.gov/graphics/lawsregs/newlaw.htm>

Section 212 (d)(3) of the Immigration and Nationality Act provides the BCIS District Director the discretion to allow Canadian workers with special skills who might not otherwise be allowed into the United States to temporary enter the United States to assist the response.

The following are procedures and guidance for USCG FOSC:

- When United States federal involvement in a trans-boundary incident becomes necessary, a USCG official shall notify the United States DHS [Bureau of Citizenship and Immigration Service](#) (BCIS) of an international spill and the need for trained Canadian workers to support the emergency response.
- The official must specify that the Canada/United States Joint Plan has been activated and CANUSDIX Annex has been activated. Initial telephone notification will be followed up with a fax to BCIS and the FOSC.
- The USCG official certifies to the BCIS 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 visas with them.
- Response organizations must provide safe transport for a BCIS inspector to inspect response operations.
- United States Coast Guard should provide 24-hour advanced notice 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 INS office.

Refer to Appendix 1 for full contact information for U.S. Customs and Border Protection Department of Homeland Security and Bureau of Citizenship and Immigration Service. Refer to Appendix 2 for Customs and Immigration checklist.

802 Responding from the United States into Canada – Revenue Canada Regulations

In the event of an emergency, Canadian 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 E29B's 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 OSC will notify Customs Border Services at the port of entry as soon as possible that the Joint Plan and CANUSDIX Geographic Annex have been activated and goods will be entering Canada. The telephone notification will be confirmed with a fax to Customs and a copy to the OSC.

The operator 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 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, which would otherwise not be admissible.

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

Refer to Appendix 1 for full contact information for Canada Customs, Revenue Agency and Canada Citizenship and Immigration Department. Refer to Appendix 2 for Customs and Immigration checklist.

900 Procedures for the Non-Application of Coastwise Trade Laws

901 Canadian Equipment Entering into the United States

During an emergency, United States Customs and Immigration Regulations Section 1322(b) of Title 19, United States Code provide for the movement of work force and equipment from Canada into the United States

Pursuant to this section, United States Customs regulations may allow rescue and relief equipment into the country without payment of duty. The United States Customs Port Director may authorize or direct 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).

When federal involvement becomes necessary in a trans-boundary incident, a USCG official notifies the United States Customs Port Director that the JCP/CANUSDIX 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 FOSC.

The following is guidance for the USCG FOSC:

- U.S. Customs should be notified as soon as possible after the arrival in the United States 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 Customs to report its arrival.
- 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 it 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.

- 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 United States. These vessels may discharge oil recovered from U.S. waters to a U.S. port (sec.1117.46 USC 1210)(P.L. 104-324 §1117).

902 United States 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. The issuance of Canada Customs form E29B by Customs officers will be required at the time of importation, or as soon as possible 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. Close coordination by responsible agencies with Canadian customs officials will be required to ensure expedited procedures for the importation of required response equipment. Local Senior Customs officials should be included in Area Planning meetings and the Regional Environmental Emergency Team (REET) meetings wherever possible.

1000 Exercises.

The Scope and frequency of exercises will be in accordance with the JCP 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.

Satellite phones and 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.

Refer to the CCG IRCMS (Database) Inventory Program for detailed information on communications equipment.

VHF

<u>Channel</u>	<u>Nature of Service</u>
16	International Distress and calling
83A.....	Inter-ship Safety, Coast Guard Liaison
81A.....	CCG – Environmental Response

United States: Communications information is found in The Alaska Federal and State Preparedness Plan for Response to Oil and Hazardous Substance Discharges and Releases. Annex E Appendix 5 Vol. 1.

VHF

<u>Channel</u>	<u>Nature of Service</u>
16	International Distress and calling
22A.....	Inter-ship Safety, Coast Guard Liaison
81A.....	CCG – Environmental Response

1102 Response Resources Inventory

Canada: Refer to the Canadian Coast Guard Marine Spills Contingency Plan for Pacific Region and the accompanying Prince Rupert Area Plan for a list of resources.

United States: Refer to Alaska Federal/State preparedness Plan for Response to Oil and Hazardous Substance Discharges/Releases (Unified Plan), Southeast Subarea Contingency Plan for Oil and Hazardous Substance Spills and Releases for a list of resources.

1103 Environmental Sensitivity Plans.

Canada: The REET will provide all environmental sensitivity information. Environment Canada and British Columbia Ministry of Environment (BCMOE) co-chair the REET for the Pacific Region.

United States: The National Oceanic 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 Section of the *Southeast Alaska Subarea Contingency Plan*. Real time environmental information will be obtained via discussions with appropriate resources personnel from U.S. Fish and Wildlife Service, NOAA Fisheries, Alaska Department Fish and Game, 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 Southeast Subarea Contingency Plan for Response Inventory.

1105 Integration of Volunteers

Canada: Refer to *Canadian Coast Guard Marine Spills Contingency Plan – National Chapter, Section 2-2*. The B.C. Oil Spill Task Force is volunteers who are trained in Basic Oil Spill Health and Safety, Oiled Marine Shoreline Cleanup and Oiled Bird Collection. The BCMOE acts as registrar for the workforce.

United States: Volunteer information is found in The Alaska Federal and State Preparedness Plan for Response to Oil and Hazardous Substance Discharges and Releases Vol. 1, Annex E.

1106 Salvage and Rescue Inventory

Canada:

Rescue: Contact Rescue Coordination Centre at 1-800-567-5111.

Salvage: Contact nearest Transport Canada Marine Safety Office through CCG RMIC at 1-604-666-6012.

United States:

Rescue: Contact the 17th Coast Guard District Command Center at 1-800-463-2000.

Salvage: The USCG has authority to access civilian equipment, personnel and services under a Basic Ordering Agreement (BOA). The current list of civilian contractors with a BOA is accessible through the Response Division's District Response Advisory Team (DRAT).

1107 Disposal

Canada: Disposal of hazardous waste in British Columbia is the responsibility of the Provincial Government through the BCMOE. 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: Currently no approved hazardous waste sites exist in Alaska. All other communities have municipal landfills. The landfills in the small communities will not be capable of handling the extensive debris from a large response effort. Alaska Department of Environmental Conservation (ADEC) Southeast Area Response Team can provide current information on the adequacy of landfills in Southeast Alaska. Refer to *The Alaska Federal and State Preparedness Plan for Response to Oil and Hazardous Substance Discharges and Releases Unified Plan Vol. 1, Annex E, Appendix VI*.

1108 Joint Response Team Contact List

For current contact information see Appendix 1.

1109 Public Information Coordinator

The respective public affairs officers will coordinate 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 Joint Information Center Manual Developed for the National Response Team by the USCG Public Information Assist Team (PIAT).

Appendix 1 – Contact List

<i>Canadian Coast Guard</i>	
Assistant Commissioner Canadian Coast Guard Pacific Region St. 200-401 Burrard ST Vancouver, B.C. V6C-3S4 Ph. (604) 775-8810 Fax. (604) 775-8825	Regional Director of Maritime Services Canadian Coast Guard Pacific Region St. 200-401 Burrard ST Vancouver, B.C. V6C-3S4 Ph. (604) 775-8852 Fax (604) 775-8826
Superintendent Environmental Response Canadian Coast Guard Pacific Region 4260 Inglis Road Richmond, B.C. V7B-1L7 Ph. (604) 270-3273 Fax. (604) 270-7349	Senior Response Officer Environmental Response Canadian Coast Guard Seal Cove Base P.O. Bag 3670. Prince Rupert, B.C. V8J 3R1 Ph. (250) 627-0316 Fax. (250) 627-1513
MCTS Prince Rupert Canadian Coast Guard Seal Cove Base P.O. Bag 3670. Prince Rupert, B.C. V8J 3R1 Ph. (250) 627-3074 Fax (250) 627-3070 RMIC-Pacific@dfo-mpo.gc.ca	
<i>United States Coast Guard</i>	
District Commander Seventeenth Coast Guard District United States Coast Guard P.O. Box 25517 Juneau, AK 99802 Ph (907) 463-2000 Fax (907) 463-2023 Email D17-pf-jun-commandcenter@uscg.mil	Planning & Exercise Division Seventeenth Coast Guard District United States Coast Guard P.O. Box 25517 Juneau, AK 99802 Ph (907) 463-2803 Fax (907) 463-2820 Email D17-pf-jun-commandcenter@uscg.mil
Commander USCG Sector Juneau, 2760 Sherwood Lane, Suite 2a Juneau, AK 99801 Ph (907)-463-2980 Fax.(907)-463-2445	USCG Seventeenth District's North Pacific Search and Rescue Ph. (907)-463-2000 Fax (907)-463-2023

Revenue Canada-Customs Service	
<u>Canada Customs & Borders Services Agency</u> # 378-309 2 nd Ave. West Prince Rupert, B.C. Ph (604) 627-3003 (after 1600 hrs. recording gives cell for Standby Officer) Fax (604) 627-3007	
Citizenship and Immigration Canada, See above.	
U.S. Bureau of Customs and Border Protection (Customs)	
<u>U.S. Bureau of Customs and Border Protection</u> (Customs) Area Port Director Suite 205 - 605 W. 4 th Ave. Anchorage, AK 99501 Ph. (907) 271 - 2675 Fax (907) 271 - 2684	<u>United States Customs & Border Protection</u> Area Port Director 105 Main St. Ketchikan, AK 99901 Ph. (907) 225 - 2254 Fax (907) 225 - 2288
DHS Bureau of Citizenship and Immigration Service (BCIS)	
<u>Bureau of Citizenship and Immigration Service</u> 111 Main St. Ketchikan, AK 99901 Ph. (907) 225-2380 Fax (907) 225-0554	
Canadian JRT Members	
<u>Canadian Coast Guard-Pacific Region</u> Canadian Coast Guard JRT Co-Chair Director Marine Programs St. 200-401 Burrard ST Vancouver, B.C. V6C-3S4 Ph. (604)-775-8852 Fax (604)-775-8825	<u>Environment Canada</u> Manager, Enforcement Division Pacific and Yukon Region St. 200-401 Burrard ST Vancouver, B.C. V6C-3S4 Ph. (604)-666-0002 Fax (604)-666-1140
<u>British Columbia Ministry of Environment</u> Manager, Hazard Management PO Box 9342 Stn Prov Govt Victoria, B.C. V8W 9M1 Ph. (250)-387-9950 Fax (250)-953-3856	<u>Transport Canada – Marine Safety</u> Regional Director 602 – 800 Burrard St. Vancouver, B.C. V6Z 2J8 Ph. (604)-666-5470 Fax (604)-666-5444

<u>Canada Customs and Revenue Agency</u> Customs Superintendent Pacific Highway District 28-176 St. Surrey, B.C. V4P-1M7 Ph. (604) 538-3631 Fax (604) 538-8961	<u>Citizenship and Immigration Canada</u> Senior Immigration Examination Officer 210 Highway 99 South Surrey, B.C. V3S 9N7 Ph. (604)-535-5450 Fax (604)-541-5621
<u>Department of National Defense</u> Queens Harbour Master Port Operations and Emergency Services Branch PO BOX 17000 Stn Forces Victoria, B.C. V9A 7N2 Ph. (604) 538-3631 Fax (604) 538-8961	<u>Indian and Northern Affairs Canada</u> Suite 600 1138 Melville Street Vancouver, B.C. V6E 4S3 (604) 666-5130 (primary) (604) 775-7114 (secondary) (604) 775-5100 fax: (604) 775-7149

<i>United States JRT Members</i>	
<u>United States Coast Guard</u> Planning & Exercise Division United States Coast Guard Seventeenth Coast Guard District P.O. Box 25517 Juneau, Alaska 99802 Ph.# (907) 463-2803 Fax # (907) 463-2820	<u>United States Coast Guard</u> Commander Sector Juneau, United States Coast Guard 2760 Sherwood Lane, Suite 2a Juneau, Alaska 99801 Ph.# (907)-463-2980 Fax # (907)-463-2445
<u>United States Immigration and Naturalization Service</u> 111 Main St. Ketchikan, Alaska 99901 Ph.# (907) 225-2380 Fax # (907) 225-0554	<u>U. S. Customs & Border Protection Service</u> Area Port Director 105 Main St. Ketchikan, Alaska 99901 Ph. # (907) 225 - 2254 Fax # (907) 225 – 2288
<u>Department of the Interior</u> 1689 C Street RM 119 Anchorage, Alaska 99501 Ph.# (907)-271-5011 Fax # (907)-271-4102	<u>Alaska Dept of Environmental Conservation</u> 555 Cordova Street Anchorage, Alaska 99501 Ph.# (907) 269-7683 Fax # (907) 269-7648

Appendix 2

Customs / Immigration Checklist United States into Canada

Item #	Action Items prior to leaving for the Border.	Yes	No
1	Has the JCP-CANUSDIX 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 Revenue Canada, Canada Customs and Borders Services Agency and Canadian Citizenship and Immigration at the port of entry that the JCP has been activated and U.S. 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 Revenue Canada, Canada Customs and Borders Services Agency and Canadian Citizenship and Immigration at the border crossing point?		

Item #	Action Items while en route to the Border.	Yes	No
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 point of contact that will assist in expediting you through the line.		
5	Present the lists to Revenue Canada, Canada Customs and Borders Services Agency agent 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.		

Customs / Immigration Checklist Canada into United States

Item #	Action Items <u>prior</u> to leaving for the Border.	Yes	No
1	Has the JCP-CANUSDIX Annex been activated?		
2	Has the OSC requested personnel or equipment assistance from Canada into U.S.?		
3	Has the United States Coast Guard informed U.S. Customs & Border Protection and U.S. Immigration and Naturalization Service at the port of entry that the JCP has 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 and Border Protection and U.S. Immigration and Naturalization 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 <u>en route</u> to the Border.	Yes	No
1	Prior to leaving 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 point of contact that will assist in expediting you through the line.		
5	Present the lists to Inspector at the border. 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.		

CANUSDIX

EXERCISE

ACTIVATION

DEACTIVATION

TO:	USCG Seventeenth District North Pacific SAR Coordinator US Joint Response Team Co-Chair: Chief Planning & Exercise Division
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FAX: (907) 463-2023

PHONE: (907) 463-2000

DATE (YYYY/MM/DD):

Date/Time of initial report:	
Pollutant:	
Location of incident:	
Brief situation description:	

FROM:	CCG Regional Marine Information Centre CCG Joint Response Team Co-Chair: Regional Director of Maritime Services
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Send acknowledgement to: Phone: (604) 666-6011 Fax: (604) 666-8453

CANUSDIX

TO: CCG Regional Marine Information Centre
CCG Joint Response Team Co-Chair: Regional Director of Maritime Services

EXERCISE

ACTIVATION

DEACTIVATION

FAX: (604) 666-8453

PHONE: (604) 666-6011

DATE (YYYY/MM/DD):

Date/Time of initial report:	
Pollutant:	
Location of incident:	
Brief situation description:	

FROM: USCG Seventeenth District North Pacific SAR Coordinator
US Joint Response Team Co-Chair: Chief Planning & Exercise Division

Send acknowledgement to: Phone: (907) 463-2000 Fax: (907) 463-2023

Diagram A. NOAA Chart 16016.

The green line indicates the Canadian interpretation of the international border.
The purple line indicates the United States interpretation of the international border.

Appendix 3: Operation Appendix: Wildlife Response Guidelines

The Wildlife Response Guidelines for CANUSDIX is a separate document under separate cover.