

**Canada-United States  
Joint Marine Pollution  
Contingency Plan (JCP)  
Annex 3**



**Pacific - Geographical Annex  
(CANUSPAC)**

Development, implementation, and maintenance of this annex is the joint responsibility of:

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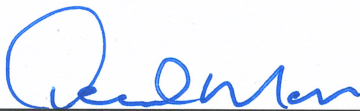
## Letter of Promulgation

Geographical Annex 3 to the Canada-United States (CANUS) Joint Marine Pollution Contingency Plan (JCP), otherwise known as CANUSPAC, covers those waters in the Juan de Fuca Region including the Juan de Fuca, Haro, and Georgia Straits as well as Boundary Passage.

CANUSPAC presents basic information necessary to facilitate efficient and effective coordination between the Canadian Coast Guard (CCG) and the United States Coast Guard (USCG) during a maritime pollution incident.

CANUSPAC does not supersede any statutory authorities enacted by either country and does not give rise to any additional rights or obligations under international law.

This update to the annex supersedes and replaces the 2016 edition in its entirety.



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**Signed April 15th, 2026**

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## Record of Changes

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01			
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## 100 Purpose

The CANUSPAC provides a framework for transboundary cooperation, coordination, and mutual assistance to ensure appropriate responses to threats or releases of harmful substances into contiguous waters of interest of both the United States and Canada.

The response to marine pollution or threat of marine pollution shall be consistent with the Canadian Coast Guard Western Region Marine Pollution & Wrecked Vessels Contingency Plan (WRP), Northwest Area Contingency Plan (NWACP), and Puget Sound Area Contingency Plan (ACP).

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 Responsibility

Pursuant to Section 202.5 of the JCP, the CCG Western Region Superintendent of Marine Environmental & Hazards Response and the USCG Northwest District Incident Management and Preparedness Advisors (IMPA), are responsible for coordinating and overseeing issues of operational readiness for their geographic areas of responsibility among other federal, state, provincial, and local agencies.

### 301 CCG and USCG

Regional Coast Guard organizational elements supporting this annex are highlighted in Detailed Section I (Joint Response Team Contact List). For National elements, see Section 200, Principles and Roles, of the CANUS JCP.

### 302 Joint Response Team (JRT)

A JRT is intended to provide a regional mechanism for development and coordination of transboundary preparedness activities. An Incident-Specific JRT (I-S JRT) may also support responses, see Section 707 below.

Per Section 102.15 of the JCP, the JRT is defined as an “advisory team of interagency representatives in Canada and the U.S. Government who coordinate, plan, and prepare for transboundary harmful substance incidents in order to facilitate an effective coordinated response. Coordination may include, but not be limited to, updating and exercising of CANUS JCP Annexes, actual incident responses, and meetings with federal/ state/ provincial/ territorial, local, tribal and Indigenous representatives.”

Pursuant to Section 102.16 of the JCP, the CCG Western Region Director of Response and USCG Northwest District IMPA are the designated Co-chairs of the JRT.

Section 304.1 of the JCP states “Stakeholder (other agency or industry) involvement within the JRT is encouraged but is not a requirement.” Per national guidelines of both countries, coordination with other agencies is seen as essential to accomplishing maritime pollution preparedness and response goals. Consequently, the JRT Co-chairs may solicit for JRT participation from their respective response communities and seek equitable representation from each country.

Section 304.2 of the JCP also recommends that the JRT meet at least annually. Meeting scope should be based on joint determinations of CCG/ USCG planning capabilities, agency priorities, regional risks, and competing workloads.

Detailed Section I (JRT Contact List) to this annex provides contact information for participating agencies.

### 400 Annex Review and Updates

Consistent with the JCP, the Co-chairs should coordinate annual reviews of the annex and update it every five years or as deemed necessary. Circumstances that might precipitate an update include lessons learned following an actual response, a JCP update, or major change in national policies/directives. Substantive modifications should be shared with the National JCP Committee

prior to regional approval to ensure consistency with national response policy. The scope of updates should be based on joint determinations of CCG/USCG planning capabilities, priorities, and competing workloads.

Detailed sections to this annex may be modified by mutual consent between the JRT Co-Chairs, without re-signature of the existing annex. The JRT Co-Chairs may notify their appropriate national authorities of all such modifications in writing. Updates should be noted on the Record of Changes to this Annex.

## 500 Pattern of Response

Response actions occur with the concurrence and/or at the direction of the CCG Incident Commander (IC) and/or USCG Federal On-Scene Coordinator (FOSC). They are further characterized by the mobilization of available response equipment and personnel. Tactical execution of pre-determined plans and response strategies (where available), using pre-staged or closest / most appropriate government and industry resources, is a foremost priority. Initial actions may be limited if additional resources are required to be cascaded in from outside the region. Planning horizons are typically up to 72 hours for port areas, longer in remote locations. During the initial response, resources are deployed to establish Incident Command System (ICS) functions. Equipment and personnel may flow from one country to another. Depending on the size and scope of the response, circumstances may require each country to fully utilize their response assets and cascade additional resources. For this annex, first responders may need to prioritize requests for out-of-region support and provide logistics guidance for arriving resources.

The above pattern of response is further influenced by the following premises:

- In most situations an industry polluter/Responsible Party (RP), who takes the lead role in coordinating response operations, will be identified;
- In cases where the polluter/RP is effectively responding, federal oversight generally focuses on monitoring cleanup response and facilitating other agency/stakeholder involvement to ensure a unified response; and
- Federal direction and/or actions may occur if the polluter/RP's efforts are deemed as inadequate with regard to the protection of human health, safety, the environment, and/or property.

For additional guidance see:

**Canada:** Refer to the *Marine Pollution & Wrecked Vessels Contingency Plan - Western Region*

**United States:** Refer to *NWACP* and *Puget Sound ACP*.

## 600 Operational Structure Being Supported

Both countries follow ICS principles during response operations. For additional guidance see:

**Canada:** Refer the *CCG Incident Management Handbook*; and *Canadian Coast Guard Marine Spills Contingency Plan*

**United States:** Refer to *USCG Incident Management Handbook*; *NWACP*; and *Puget Sound ACP*.

## 601 CCG IC and USCG FOSC

For the purpose of this annex, the two Coast Guards are the primary federal coordinating agencies for marine spills. This applies in cases where other agencies or polluters also provide ICs/ OSCs.

**Canada:** The CCG is the lead federal agency for the response component of Canada's Marine Oil Spill Preparedness Response Regime. The CCG provides an IC and ensures an appropriate response for any ship-source pollution incident in waters under Canadian jurisdiction.

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

**United States:** Each party responsible for a vessel or a facility that discharges oil or poses a substantial threat of a discharge, is required to take action to respond to the spill (per the Oil Pollution Act of 1990). In the U.S. region covered by this Annex, the USCG serves as the Federal On-Scene Coordinator (FOSC). The FOSC will utilize the Incident Command System (ICS) and establish a Unified Command that includes the Washington Department of Ecology as the State OSC and an Incident Commander from the Responsible Party. Affected tribes and local counties may also be included in the UC as appropriate. If the responsible party cannot be located, or is unwilling or unable to respond, the USCG will assume control of the response, using federal funds to minimize and mitigate damage per the National Contingency Plan. Refer to the NWACP and *Puget Sound ACP*.

## 602 Other Critical Personnel

**Canada:** Refer to the *Marine Pollution & Wrecked Vessels Contingency Plan - Western Region* and its accompanying Area Plan for specific personnel involved in a response.

**United States:** Refer to the *NWACP* and *Puget Sound ACP*.

## 603 Liaison Officer/ AREP

Both Coast Guards' Incident Command Posts (ICP) will maintain a liaison function through their respective Incident Commander and, when activated, delegate the function to a Liaison Officer. This function will include the ability and willingness to receive Agency Representatives (AREPs) from the Coast Guard or other agencies of the opposite country. Where a LOFR has not been activated, the AREP shall report directly to the opposite country's Incident Commander. For further information on these positions reference the CCG and/or USCG Incident Management Handbooks.

The AREP will typically coordinate with the Liaison Officer of the receiving ICP.

AREPs shall report to the Liaison Officer of the ICP to which they are assigned. An AREP is expected to support information flow between the agency they are representing and the ICP, and may be delegated authorities from their home agency as required. Such a representative is expected to represent the appropriate authority required to support the response, as well as functional knowledge and experience in:

- spill management;

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

## 604 International Coordinating Officers (ICOs)

To further support coordination activities between the command posts, either the CCG IC and/or USCG FOSC may request the establishment of ICOs in one, or both, ICPs. The delegated authority under which ICOs perform their duties is determined on a case-by-case basis in relation to response needs by their home ICP. The determination must be established prior to deployment and communicated in writing to the host IC / FOSC.

ICOs should report directly to the CCG IC and USCG FOSC as Command Staff elements. ICOs should also coordinate as necessary with the JRT Co-chairs and Command/ General Staff leads.

Based on the situation and response requirements, the represented IC may adjust ICO authorities during the course of the response, including rescinding delegation of some or all authorities, or the delegation of additional authorities. Delegation will follow the training standards and risk acceptance of the delegating agency. As such, the physical mobilization of ICOs to command posts is preferred, allowing for full tactical delegation as required; if the physical deployment of an ICO to a command post is not possible, a virtual communications protocol should be established with the awareness that this may affect tactical delegation and risk tolerance.

When delegated, the authorities, roles, and responsibilities, of an ICO are outlined in Appendix 6 of the JCP.

ICOs should possess the appropriate knowledge and experience as outlined in *International Coordinating Officer (ICO) Position Guidance*, Appendix 6 to the JCP.

## 700 Notification, Activation and Deactivation Procedures

For all scenarios, it is likely that the two Coast Guards may respond from separate command posts.

As discussed below, joint coordination during incidents may include: notifications; exchange of Common Operational Picture (COP) information; ICS planning cycle synchronization; International Coordinating Officers (ICOs); Incident Specific JRT support; and/or transboundary Requests for Assistance (RFAs).

## 701 Notification Procedures

**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:

**Canadian Coast Guard Regional Operations Center:**

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

**Notifications to United States:** 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:**

**206-217-6001 (24-hour number)**

## 702 Plan Activation

The CCG Assistant Commissioner or the District Commander, Northwest 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.

The activation of the CANUSPAC Annex may 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.
- When initial Search and Rescue (SAR) operations commence for an overdue or unreported vessel, which may foreshadow a potential pollution discharge.
- When a vessel is directed to a Place of Refuge (POR). See Section 1300 below.
- When a maritime pollution discharge has occurred.

## 703 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 5 of the JCP for message format.

**704 Contact Information.** Notifications should be made to the following:

24-hour Watch	Contact Information
CCG Regional Operations Center (ROC)	Phone: 1-800-889-8852 E-mail: ROC1COR1@dfo-mpo.gc.ca
Canadian National Command Centre - CCG Duty Officer (DO) [Per Section 401.3 & Appendix 2 to the JCP]	Phone: (613) 998-1497 E-mail: NCC-CCN@dfo-mpo.gc.ca
Joint Rescue Coordination Center (JRCC) Seattle [aka CGD-NW Command Center]	Phone: (866) 498-0713 E-mail: JRCCSeattle@uscg.mil
U.S. National Response Center (NRC) [Per Section 401.3 & Appendix 2 to the JCP]	Phone: 1-800-424-8802 or (202) 267-2675 E-mail: NRC@uscg.mil

**705 Exchange of Common Operational Picture (COP) Information**

The CCG IC and USCG FOSC should ensure that the timely transfer of information is a priority for their staffs. As available, situational information regarding response activities, spill trajectories, resources at risk, etc. should be shared between the ROC and JRCC on a routine basis, until UCs are established. The method for the effective exchange of these products depends on the system capabilities available at the time of the incident. Mobilizing ICOs may be considered to facilitate the process, see Section 704 above.

**706 ICS Planning Cycle Synchronization**

ICS operational planning cycles should be established by each country’s UCs to develop and disseminate planning documentation, such as Incident Action Plans (IAPs). When practicable, the CCG IC and USCG FOSC should seek opportunities to synchronize planning activities to maximize coordination. For additional guidance see:

Canada: Refer to Chapter 3, *Operational Planning Cycle, CCG Incident Management Handbook*.

United States: Refer to Chapter 4, *The Operational Period Planning Cycle, of the USCG Incident Management Handbook (IMH)*, June 2025.

**707 Incident-Specific JRT**

An Incident Specific JRT provides a mechanism for the CCG IC and USCG FOSC to seek assistance and conflict resolution regarding transboundary agency policies, strategic messaging, operational support, etc. Operational requirements of a response should determine the role of an Incident Specific JRT. The Incident Specific JRT does not direct response efforts; that authority resides with the CCG IC and USCG FOSC.

Incident Specific JRT support may occur by teleconference. Participation by JRT members should relate to the technical nature of the incident and be facilitated by the JRT Co-chairs. In order to best support the CCG IC and USCG FOSC, optimally agencies should not double task Incident Specific JRT participants with ICS command post responsibilities.

Duties of an Incident Specific JRT may include:

- Monitor and evaluate situation reports;
- Advise on issues affecting the duration and extent of the response;
- Recommend specific actions to facilitate transboundary response coordination;
- Recommend content for information releases to the public and for communication with the national-level stakeholders;
- Request other government or private agency support to the CCG IC and USCG FOSC;
- Coordinate resolution of conflicts that could potentially inhibit response activities; and
- Submit pollution reports to the National JCP Committee as significant developments occur.

## 708 Transboundary Requests for Assistance (RFAs)

**RFAs should be managed by the logistics sections of the respective UCs.**

In some instances, RFAs may come on very short notice without the formality of a completed form spelling out specifics. In these cases – such as verbal requests – it is vital that RFAs be documented in case logs with as much detail as possible (including times).

Additional logistics section personnel may be required to address the associated coordination requirements, which are discussed in this section.

If assistance occurs prior to UC establishment, such as through pre-existing industry mutual aid agreements, follow-on coordination should be conducted in order to incorporate these resources into the logistics management process that is stood up for the response.

**RFAs should follow existing logistics section procedures. Requests should include the following information:**

- Description of the response capability that is needed. Associated operational specifications, system compatibility requirements, amounts, licenses/credentials/work experience, etc. should be included.
- Description of associated timeframes, such as start date, anticipated duration, etc.
- Description of anticipated working locations and conditions.
- Contact information for additional coordination.

## 800 Threat Assessment

The Strait of Juan de Fuca is a busy shipping corridor for deep sea vessels transiting from the Pacific Ocean into the Ports of Tacoma, Seattle, Bellingham, Vancouver, and Nanaimo. The construction of the transmountain pipeline project in Canada has resulted in increased tanker traffic. Crude is moved across the border via rail and transboundary pipeline. The areas covered

by this annex are also frequented by container ships, large passenger vessels (cruise ships), as well as commercial fishing vessels.

The CANUSPAC area provides important seasonal habitat for significant numbers of birds, marine mammals, and terrestrial species.

Wind funneled down the strait of Juan de Fuca West Entrance can result in severe heavy weather within the areas covered in this annex.

Canada: Within Canada the response organization Western Canada Marine Response Corporation (WCMRC) has developed pre-determined geographical response strategies covering much of the Canadian side of the Strait of Juan de Fuca. Increased safety precautions have been put in place to mitigate the potential threat posed by the increase in tanker traffic including increasing the zone in which tankers must employ a tethered escort tug and extending the distance tankers must maintain a pilot on board.

United States: Threat assessments can be found in the NWACP and Puget Sound ACP. Geographic Responses Strategies have been developed to protect sensitive areas along the border. These strategies are reviewed periodically.

## 900 Procedures for Customs and Immigration Clearance

The following procedures have been developed in concert with regional customs/immigration officials to expedite movement of personnel and equipment across borders in the event of an incident

### 901 General

During emergencies, border/customs officials have discretionary authority to facilitate the transboundary movement of personnel, equipment, and/or supplies per various laws and regulations. On a temporary basis they may authorize waivers of work permits/assessments, waivers of duties/taxes/fees/security deposits, curtailed/deferred documentation, and/or curtailed/deferred inspections. Tracking imported equipment and supplies should also be maintained to document any variances during export such as expended consumables. Determinations are made on a case-by-case basis by border/customs officials based on the imminent nature, scope, and duration of the emergency.

### 902 Limitations

Border/customs officials are not authorized to waive other agency requirements, such as those related to personnel licenses/credentials, workers compensation coverage, and liability insurance. The requesting UC should coordinate with resource provider(s) and applicable domestic agencies to address these issues before transboundary movements are authorized by border/customs officials.

For “non-emergent” situations or for capabilities that are not categorize as “emergency services”, border/customs discretionary authority may be limited. If this is the case, incident-specific procedures may need to be implemented by border/customs officials to facilitate delayed, long-term, and/or repetitive transboundary movements.

### 903 Coordination

For transboundary movements, advanced notifications to border/customs officials are highly recommended. Please use the following table to contact the CBSA and/or CBP prior to arriving at the border to support your coordination:

Canada Border Services Agency & USCBP Contacts for Advance Notification & Coordination			
Entry to Canada			
Contact	Agency	Phone	Notes
<b>Border Operations Centre</b>	Canada Border Services Agency		First point of contact for the CBSA.  Indicate intended point of crossing and officers will triage/connect you with operational personnel that will support and respond to the event.  <b>Canadian Ports of Entry:</b> <a href="#">Canada Border Services Agency   Agence des services frontaliers du Canada</a>
Entry to the United States			
<b>US Customs and Border Protection Command Center</b>	U.S. CBP	Blaine: (360) 332-6500  Seattle: (206) 214-4960	First point of contact for CBP.  Blaine responds to incidents from Anacortes, WA, north to the US Canadian border.  Seattle responds to incidents South of Anacortes to Aberdeen, WA

## 904 Emergency Support Personnel Authorizations

The following tables have been developed to support the coordination and entry of emergency support personnel supporting an emergency response in Canada or the United States.

In Canada		
Entry Requirement	During an Emergency Event	Regulation/ Policy Citation
<b>Personnel Authorizations</b>	<p>CBSA may authorize a foreign national to work temporarily in Canada as:</p> <p><b>Emergency service personnel:</b> persons entering as a provider of emergency services, including medical services, for the protection of preservation of life or property.</p> <p><b>Emergency repair personnel:</b> persons whose admission is required in Canada to carry out emergency repairs to industrial or commercial equipment in order to prevent disruption of employment.</p> <p><b>Business Visitors:</b> persons who might not qualify as “providers of emergency services” but are authorized to enter Canada for business purposes without a work permit</p>	<p>Immigration and Refugee Protection Regulations (IRPR), Statutory Orders and Regulations (SOR)/2002-227, <b>R183(2)</b> - “the period authorized for the stay of a temporary resident is <u>six months</u> or any other period that is fixed by an officer”</p> <p>IRPR <b>R186(t)</b> - “A foreign national may work in Canada without a work permit ... <b>(t)</b> as a <b>provider of emergency services</b> ... for the protection of ... property”</p> <p>IRPR <b>R186(a)</b> - “A foreign national may work in Canada without a work permit <b>(a)</b> as a <b>business visitor</b> ... [who seeks to engage in international business activities in Canada without directly entering the Canadian labour market]”</p> <p>“Business visitors are authorized to enter Canada for business purposes under <b>R186(a)</b> and can carry out their activities without the need for a work permit.” [Foreign Worker Manual (FW 1), Citizenship and Immigration Canada, 2013]</p>
<b>Visas / Work Permits</b>	<p><b>U.S. Personnel:</b> who are “providers of emergency services”, may be authorized to work in Canada <u>without</u> a visa or work permit.</p> <p><b>Other Foreign National Personnel:</b> May require a work permit - entry may be possible under the CANUS JCP without a Labor Market Opinion/Impact Assessment (LMO/LMIA).</p>	<p>IRPR <b>R190(1)(c)</b> - A foreign national <u>is exempt</u> from the requirement to obtain a temporary resident visa if they ... (c) are a national of the United States”</p> <p>IRPR <b>R204(a)</b> - “A work permit may be issued ... to a foreign national who intends to perform work under (a) an agreement or arrangement between Canada and the government of a foreign state”</p>

In the United States		
Entry Requirement	During an Emergency Event	Regulation/ Policy Citation
<p><b>Personnel Authorizations (Parole)</b></p>	<p>CBP may grant a “significant public benefit” (SPB) parole to foreign responders.</p> <p>Parole provides for a temporary entry for a specific purpose and a defined timeframe.</p> <p>The parole timeframe is based on response functions that the responders are addressing.</p> <p>The parolee must demonstrate a means of support while in the U.S., such as a letter from their employer.</p> <p>Parolees are required to complete a <b>Form I-94, Arrival-Departure Record</b>, endorsed with a parole stamp, as part of the entry process.</p>	<p>8 CFR 212.5 (a) – Grants parole authority to CBP (including port directors)</p> <p>8 USC 1182(d)(5)(A) – Grants parole ability for SPB</p> <p>8 CFR 212.5 (c) – CBP may set terms/conditions for parole (such as deferred inspection arrangements, length of stay, etc.)</p> <p>8 CFR 235.1(h)(2) – Paroled aliens require a <b>Form I-94, Arrival-Departure Record</b></p> <p>USCIS Form I-94 website: <a href="https://www.uscis.gov/I-94information">https://www.uscis.gov/I-94information</a></p> <p>Parole requires evidence of a sponsor to provide financial support to the parolee in the U.S., such as letter from the requesting organization. [<a href="https://www.uscis.gov/humanitarian">https://www.uscis.gov/humanitarian</a>]</p>
<p><b>Visas</b></p>	<p><b>For an emergency response, Canadian Personnel:</b> May enter the U.S. for up to <u>6 months</u> without a visa or work permit.</p> <p><b>Other Foreign National Personnel:</b> May require a work permit - entry may be possible under the CANUS JCP without a Labor Market Opinion/Impact Assessment (LMO/LMIA). Additional vetting may be required.</p>	<p><a href="https://ca.usembassy.gov/visas/do-i-need-a-visa/">https://ca.usembassy.gov/visas/do-i-need-a-visa/</a></p>

## 905 Equipment and Supplies

The following tables have been developed to provide guidance on emergency equipment imported by or on behalf of federal, provincial, state, or municipal employees involved in coordinating the response to an emergency as well as by or on behalf of members of first responder organizations during an emergency event. As goods are required on site quickly, the inspecting officers will make their best efforts to expedite their clearance.

In Canada		
Entry Requirement	During an Emergency Event	Regulation/ Policy Citation
<p><b>Authorization &amp; Declaration of:</b></p> <p><b>Goods for Emergency Use</b></p>	<p><b>Exception Temporary Admission Permit – BSF865:</b></p> <p><i>If time permits, a BSF865 may be completed describing goods in general terms. Depending on the circumstances, this form can be issued after the fact to expedite clearance.</i></p> <p>When an emergency situation requires the release of goods where there are no officers in attendance, a record must be kept by a responsible individual charged with directing the emergency to provide after the fact.</p> <p>If a BSF865 is completed, it will be cancelled whenever the responsible individual provides evidence the goods have been consumed/destroyed in resolving the emergency or have been exported from Canada using a Certificate of Destruction/Exportation.</p> <p>Goods should be limited to prescribed uses and exported within 18 months.</p>	<p><a href="#">Administration of Temporary Importation (Tariff Item No. 9993.00.00) Regulations</a>, CBSA Memorandum D8-1-1, 2024 - paragraphs 24, 49, 64, 91, 92, 93, 94</p> <p><a href="#">Certificate of Destruction/Exportation – Form E-15</a></p> <p><a href="#">Exception Temporary Admission Permit – BSF865</a></p> <p><i>Goods for Emergency Use Remission Order, Consolidated Regulations of Canada (C.R.C.), c. 768 - provides for: (1) temporary relief of Goods and Services Tax (GST) on imported goods for emergencies and (2) defines emergency.</i></p>

In the United States		
Entry Requirement	During an Emergency Event	Regulation/ Policy Citation
<b>Declaration</b>	<p>Manifests and/or Bills of Lading are the standard for entry declarations.</p> <p>Deferred entry declarations must be submitted to CBP within 10 days following importation, stating “the character, quantity, destination, and use to be made of the article.” Deferments may be authorized if entry occurs at other than a port of entry.</p> <p>Documentation requirements should be coordinated with CBP. For example, accounting for consumables that will not be exported during demobilization.</p>	<p>19 CFR 10.107(a)(1) – Importation reporting</p> <p>19 USC 1431 – Manifests</p> <p>19 CFR 4.7 (a) &amp; 4.7a(c) - Inward foreign manifest (vessel), requires <b>Form 1302, Inward Cargo Declaration</b></p> <p>19 CFR 122.48 – Aircraft require <b>Form 7509, Air Cargo Manifest</b></p>
<b>Entry Authorization</b>	<p>Importation for “rescue and relief work” may be authorized “without entry [inspections and documentation] and without the payment of duty or any tax”.</p> <p>CBP may authorize importation of “aircraft, equipment, supplies, and spare parts for use in salvage” and “relief equipment and supplies for emergent temporary use” for disasters or threats to national interests.</p> <p>CBP may require completion of deferred inspections. CBP costs for completing inspections at remote locations may be charged to the importer.</p> <p>Equipment and supplies must be exported under the supervision of CBP within 90 days after importation, or sooner if no longer needed.</p>	<p>19 USC 1322(b) – Rescue and relief articles</p> <p>19 CFR 10.107 – Entry/Tax relief and duration determinations for articles described in section 322(b) of the Tariff Act of 1930 [codified as 19 USC 1322(b)]</p> <p>19 USC 1318(b)(2) – Authority for CBP emergency actions</p> <p>8 CFR 235.2 (a) &amp; (c) -Parole – CBP may deferred inspections based on the situation</p> <p>19 CFR 4.35(b) – CBP inspection of cargo delivered outside a port of entry</p>

## 906 Transboundary Movement of Response

The following checklists and sample manifests have been developed as a job aide for logistics section personnel within an incident command post. Content is divided into the following sections: A: Cross Border Checklist: Emergency Support Personnel & Equipment; B. Border Service Agency Contacts for Advance Notification; C. Sample International Deployment Manifests for Personnel & Equipment.

**A: Cross Border Checklists for Emergency Support Personnel & Equipment – Entry requirements for CBSA (entry to Canada) & CBP (entry to the United States) *Please Note\* The information contained herein is a guide and not to be taken as a guarantee for entry of people or goods***

CBSA/CBP: Advance Notification Checklist	
<p>When possible, please make an effort to establish contact with the northern border CBSA (inbound to Canada) and/or CBP (inbound to the United States) using the contacts provided in section 900.3 Coordination. With advance notification, a representative will provide direction regarding the appropriate place of entry or exit along with expectations for further documentation required based on the circumstance.</p> <p>On your <i>initial call</i>, please be prepared to provide the following information:</p>	
<input type="checkbox"/>	<p><b>Estimated day/time of arrival and the intended port / location of crossing</b></p> <p><i>Note* If determined you cannot use a designated port of entry, update the CBSA/CBP on the timeframe and intended location of crossing. Enquire with CBSA/CBP on the availability to extend Port of Entry hours if required. Have crew check in with dispatch before and after crossing.</i></p>
<input type="checkbox"/>	<p><b>Nature of transport process and information regarding the number and type of conveyance, personnel and equipment</b></p> <p><i>Notes*</i></p> <ul style="list-style-type: none"> <li>• <i>Officers must be satisfied that the goods imported are required for the support of an emergency function</i></li> <li>• <i>If time permits, a Exception Temporary Admission Permit – BSF865 (CBSA) or Form I-94 (CBP) may be issued – forms may be waived or deferred at the time of entry to expedite clearance</i></li> </ul>

	<ul style="list-style-type: none"><li>• <i>Goods imported by emergency support personnel may qualify for duty free entry under the Temporary Importation Regulations and are GST/HST exempt under the Goods for Emergency Use Remission Order and must be exported when they are no longer required</i></li><li>• <i>Imported goods consumed or destroyed within Canada in response to an emergency are duty/GST/HST exempt and may qualify to have the requirement to provide proof of export waived</i></li><li>• <i>If time permits use form 7533 (CBP) (for foreign goods) if rendering assistance in the US, and CBP form 4455 for export/return purposes if rendering assistance in Canada</i></li></ul>
<input type="checkbox"/>	<p><b>Information on number of emergency support personnel that will be supporting the emergency response:</b></p> <p><i>Notes*</i></p> <ul style="list-style-type: none"><li>• <i>Please be prepared to provide a follow up email with a personnel roster after your initial call.</i></li><li>• <i>Personnel with a criminal record may be refused entry. Contraband of any kind is prohibited and may result in denial of entry, monetary penalties and or arrest/detention.</i></li><li>• <i>Entry to the United States: Emergency response personnel may be granted a parole for the United States by the Director Field Operations or their designee.</i></li><li>• <i>Entry to Canada: Emergency response personnel may be granted entry as visitors under the Immigration Program – Foreign Workers Manual s. R136(t) when rendering services in times of emergency aimed at preserving life and property. Responders that do not qualify as a provider of emergency services may still qualify to be exempt from a work permit as a business visitor.</i></li><li>• <i>*If responders do not qualify as a provider of an emergency service or a business visitor a work permit may be required</i></li></ul>

<input type="checkbox"/>	<p><b>Contact Information</b></p> <ul style="list-style-type: none"> <li>• Name/Agency, Phone Number, Email</li> </ul> <p><i>Note* Please provide a contact that may be used for further follow up correspondence with border services officials after your initial call</i></p>
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**CBSA/CBP: Checklist on Arrival at Canadian or United States Border Crossing / Upon Entry into Canadian or U.S. Waters**

Personnel will be processed in accordance with agency policy and procedures. Final decisions for entry are made by the officers at the Port of Entry.

To facilitate the border crossing, it is recommended that upon entry that the vessel captain/ vehicle driver/ all personnel has assembled the following:

<input type="checkbox"/>	<p><b>Copy of the requesting company letter on official company letterhead, including:</b></p> <ul style="list-style-type: none"> <li>• Requesting company's name/ address</li> <li>• Company's ICON/ logo</li> <li>• Reason for responding company to assist requesting company</li> <li>• Requesting company's 24-hour contact number</li> </ul>
<input type="checkbox"/>	<p><b>Complete roster of all individuals that will be present including the following information (see sample international deployment manifest for reference):</b></p> <ul style="list-style-type: none"> <li>• Position/Role</li> </ul>

	<ul style="list-style-type: none"> <li>• Date &amp; Country of Birth</li> <li>• Valid identification – passport (preferred) or proof of citizenship as per the <a href="#">Western Hemisphere Travel Initiative</a></li> <li>• Residency</li> <li>• Visas, Work Permits (if required)</li> <li>• Conveyance details</li> </ul> <p><i>*Note: Manifests do not serve as a guarantee of entry of personnel or goods</i></p>
<input type="checkbox"/>	<p><b>Valid identification for all individuals that are seeking admission or parole.</b></p> <ul style="list-style-type: none"> <li>• Canadian &amp; United States Citizens - passport (preferred) or valid drivers licence and proof of citizenship (ex. Birth certificate, tribal status cards etc.)</li> <li>• All other Foreign Nationals – Passport required</li> </ul> <p><i>*Note: Officers will carry out a risk assessment and use their judgement in determining the need for additional documentation if not available or accessible during an emergency</i></p>
<input type="checkbox"/>	<p><b>Equipment, conveyance and supply inventory</b></p> <ul style="list-style-type: none"> <li>• <i>Time permitting</i>, include a detailed manifest for each conveyance identifying goods:             <ul style="list-style-type: none"> <li>○ Include item quantity and description</li> <li>○ Serial numbers/unique identifying markings</li> <li>○ Item value and ownership</li> </ul> </li> </ul>

- Consumables that will not be exported after the response should be highlighted in the manifest

*\*Notes:*

- *Manifests do not serve as a guarantee of entry of personnel or goods*
- *A consignee / security bond may be required for expensive or highly pilferable items*
- *Exportation / re-entry to home country will be greatly facilitated if border officers in the home country also inspect and stamp manifests during/prior to the importation process*

**B: Sample International Deployment Manifest : Personnel**

<b>Incident Number/ Name and Priority of Response</b>	
<b>Point of Entry (Intended Crossing Location)</b>	
<b>Conveyance Type</b>	
<b>Licence Plate(s) / Flight # &amp; Carrier</b>	
<b>Date / ETA</b>	
<b>Contact Information (Phone # / Email)</b>	

<b>Position / Role</b>	<b>Full Legal Name (as it appears on Passport)</b>		<b>Date of Birth</b>	<b>Citizenship</b>	<b>Passport Number / Other Identity Document Number</b>	<b>Passport Expiry Date yyyy-mm-dd</b>	<b>Country of Passport (issued by)</b>	<b>Other Identifying Document</b>
	<b>Family Name</b>	<b>Given Name(s)</b>	<b>yyyy-mm-dd</b>					

**C: Sample International Deployment Manifest : Equipment**

<b>Incident Number/ Name and Priority of Response</b>	
<b>Point of Entry (Intended Crossing Location)</b>	
<b>Conveyance Type</b>	
<b>Licence Plate(s) / Flight # &amp; Carrier</b>	
<b>Date / ETA</b>	
<b>Contact Information (Phone # / Email)</b>	

<b>Quantity</b>	<b>Description / Name</b>	<b>Model #</b>	<b>Serial #</b>				

*Note \*Add consumables to lists to account for what will not be returning ex. Sorbent*

## 1000 Procedures for Obtaining an Exemption or Clearance under Trade Laws and Other Applicable Laws (Coasting/Coastwise Trade and Cabotage)

Coasting/coastwise trade and cabotage laws may become applicable when foreign-flagged vessels and/or foreign-registered aircraft or vehicles are being considered for response operations in a country’s territory. These laws and associated regulations protect domestic trade by limiting activities and creating restrictive license/ certification programs. Authorized exemptions, waivers, and/or special licenses/endorsements are possible for pollution and salvage response. Requirements should be completed before operations commence.

In order to meet an exception for activities related to a marine pollution response, a need must be established and engagement and approvals must be given by a person designated as a pollution response officer under s. 174 of the Canada Shipping Act 2001 or authorized under paragraph 11 (2) of that Act to carry out inspections, in activities related to a marine pollution emergency or to a risk of a marine pollution emergency or conducting operations permitted under the *United States Wreckers Act*.

Determinations are made on a case-by-case basis, in coordination among the various agencies with response, licensing and border/customs authorities. In addition, as soon as sufficient domestic resources become available to cover response needs the foreign resources must comply with normal licensing/endorsement requirements or be exported.

CCG and USCG should ensure that the JRT and border/customs representatives in Canada (CBSA) or the United States (CBP) listed in table in section 900.3- Contacts are notified as early as possible to determine if an exemption can be established/met based on the needs and approvals.

### Exemption & Waiver Criteria by Response Function: In Canada & United States

In Canada		
Response Function	Exception/ Waiver Criteria	Regulation/ Policy Citation
<b>Activities related to Marine Pollution Emergency</b>	<i>A coasting trade license is not required for a foreign-flagged vessel that is engaged, with the approval of a person designated as a pollution prevention officer, in activities related to a marine pollution emergency or to a risk of a marine pollution emergency.</i>	<i>Temporary Importation of Vessels, CBSA Memorandum D3-5-7</i>
<b>Activities related to Salvage</b>	<i>“U.S. vessels and wrecking appliances may salvage any property wrecked, and may render aid and assistance, including all necessary towing incident thereto, to any</i>	<i>United States Wreckers Act, 1985</i>

	vessels wrecked, disabled or in distress, in the waters of Canada contiguous to the U.S.”  <i>Contiguous</i> is not defined under this act. However, it is defined as “the waters constituting the <u>boundary line</u> between Canada and the United States” on Transport Canada’s <i>Coasting trade terminology and definitions</i> website.	<i>Coasting trade terminology and definitions</i> , <a href="https://tc.canada.ca/en/corporate-services/policies/coasting-trade-terminology-definitions">https://tc.canada.ca/en/corporate-services/policies/coasting-trade-terminology-definitions</a>
<b>Other vessel support services, such as mobile accommodation barges.</b>	If a coasting trade license is required to support response operations, the following agencies should be contacted to initiate an <i>urgent</i> application process: Transport Canada, Canadian Transportation Agency (CTA), Canada Border Services Agency (CBSA), Employment and Social Development Canada (ESDC)/Service Canada and Immigration Refugees and Citizenship Canada (IRCC).	<i>Guidelines Respecting Coasting Trade License Applications</i> , CTA, 2015
<b>Aviation support</b>	Canadian Transportation Agency (CTA) and Canadian Border Service Agency (CBSA) should be contacted regarding possible restrictions on cabotage in Canada.	

In the United States		
Response Function	Exception/ Waiver Criteria	Regulation/ Policy Citation
<b>Oil Spill Response Vessels</b>	An <i>oil spill response vessel</i> documented under the laws of a foreign country may operate in waters of the U.S. on an emergency and temporary basis, for the purpose of recovering, transporting, and unloading in a U.S. port oil discharged as a result of an oil spill in or near those waters, if U.S.-oil spill response vessels cannot be engaged to recover oil in a timely manner (as determined by the Federal On-Scene Corrdinator). This authorization is void if the Canada rescinds reciprocal privileges provided for under the <i>Temporary Importation of Vessels</i> , CBSA Memorandum D3-5-7.	46 USC 55113
<b>Activities Related to Salvage</b>	Canadian-flagged vessels may conduct salvage operations to vessels and property wrecked, disabled, or in distress in U.S waters contiguous to Canada,	46 USC 80105 and Subpart 4.97(d) to Title 19 to the

	<p>and within <u>30 miles</u> from the International Boundary, as long as Canada extends reciprocal privileges to U.S. vessels.</p> <p>This authorization is void if the Canada rescinds reciprocal privileges provided for under <i>United States Wreckers Act, 1985</i>.</p> <p>In addition, the Secretary of Homeland Security may authorize any foreign-flagged salvage vessel to respond in U.S. waters if, on investigation, no suitable U.S. vessel is available per 46 USC 80104.</p>	Code of Federal Regulations [19 CFR 4.97(d)]
<b>Other Vessel Support Services - Mobile Accommodation Barges</b>	<p>The following agencies should be contacted to coordinate waivers of coastwise-endorsements: Customs and Border Protection (CBP), Maritime Administration (MARAD), and the U.S. Coast Guard. The Secretary of Homeland Security will make the determination.</p>	<p>46 USC 501</p> <p><i>What Every Member of the Trade Community Should Know About: Coastwise Trade Merchandise, CBP, January 2009</i></p>
<b>Aviation Support</b>	<p>The Secretary of Transportation may exempt foreign aircraft from cabotage restrictions for up to <u>30 days</u> for emergency air transportation under 49 USC 40109(g) when needs cannot be accommodated by U.S. carriers.</p>	<p>19 CFR 122.165, 49 USC 41703(c) and 49 USC 40109(g)</p>
<b>Standing Vessel Exemptions for passengers and/or goods transportation</b>	<p>Until the Secretary of Transportation (or DOT delegate) determines that service by vessels of the U.S. is available to provide transportation described in (1) or (2), Canadian vessels may transport:</p> <p>“(1) passengers between ports in southeastern Alaska; or</p> <p>(2) passengers or merchandise between Hyder, Alaska, and other points in southeastern Alaska <b>or in the U.S. outside of Alaska.</b>”</p>	<p>46 USC 55121 - <i>Transportation of merchandise and passengers on Canadian vessels</i></p>

## 1100 Exercises

Per Section 302.3 of the JCP, the Co-Chairs should jointly develop and annually review a five-year regional exercise strategy. The strategy should be based on joint determinations of CCG/ USCG planning capabilities, agency priorities, regional risks, and competing workloads.

## 1200 Training

Training opportunities should be sought in accordance with *Training*, Section 303 of the JCP.

## 1300 Place of Refuge (POR)

A POR is defined as a location where a vessel needing assistance can be temporarily moved to facilitate stabilization, protect human life, reduce hazards to navigation, protect sensitive natural resources, etc.

**Canada:** The National Places of Refuge Contingency Plan (NPORCP) applies mainly to a situation in which a large commercial vessel “is in need of assistance” (e.g., could give rise to a loss of the vessel or an environmental or navigational hazard) inside Canadian waters or offshore, request and requires a place of refuge in Canada. It does not address the issue of operations for the rescue of persons at sea. **POR requests and communications must go through CCG’s MCTS.**

When facing a request for a POR, one of the following two streams applies:

- If a Places of Refuge case falls under a discharge, threat of pollution discharge or may cause pollution damage, **the CCG takes the lead role** in the implementation process and providing direction under the NPORCP in accordance with its authorities.
- If the Places of Refuge case falls outside a discharge, threat of pollution discharge or may cause pollution damage, **Transport Canada (TC) takes the lead role** in the implementation process and providing direction under the NPORCP in accordance with its authorities.

Leadership Structure:

- A leadership role with respect to a Places of Refuge response, would include issuing the direction to a vessel and/or place (ports, municipal harbours, provincial properties).
- Both TC and CCG would be consulted on a Places of Refuge decision. **Nevertheless, when a consensus cannot be reached, the lead department makes the ultimate decision on the Places of Refuge determination.**
- Should the situation evolve and there is a need, the leadership position would be reassessed accordingly between TC and CCG

Please refer to the National Places of Refuge Contingency Plan for more information, including templates that must be used to collect information on potential places of refuge.

**United States:** Refer to *NWACP* and *Puget Sound ACP*.

## 1400 Post Incident Reports

The CCG IC and USCG FOSC should endeavor to prepare a joint post incident report within 180 days following completion of response operations. Additional guidance is provided in Section 900 of the JCP.

## Detailed Sections to the CANUS Annexes

### A 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.

- **CCG hailing & working frequency 83a (83 in US mode)**
- **USCG hailing & working frequency 83 & 81 (83a & 81A in INT mode)**

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 OSCs.

**Canada:** Refer to the *Canadian Coast Guard Marine Pollution and Wrecked Vessels Contingency Plan – Western Region (2025 Edition)* for information on Command Posts. The Coast Guard uses several channels as standalone simplex and has access to repeaters in cooperation with private industry.

**United States:** Refer to *NWACP* and *Puget Sound ACP*.

### B 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.

### C 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 within the ICS structure.

**United States:** The Unified Command's Environmental Unit, within the ICS structure, working within the ICS system, will identify and incorporate concerns about protection and mitigation of potential impacts to sensitive environmental resources into response actions as appropriate. Sources of Resources at Risk and other environmental sensitivity information will include ESI maps and other databases as appropriate. Real-time environmental information will be obtained via discussions with appropriate resource personnel from US Fish and Wildlife Service, NOAA National Marine Fisheries, Washington Department of Fish and Wildlife and other local knowledge sources.

### D Health & Safety Plan

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

**United States:** Refer to *NWACP* and *Puget Sound ACP*.

## E Logistics Plan

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

**United States:** Refer to *NWACP* and *Puget Sound ACP*.

Both agencies (CCG & USCG) acknowledge the need to accommodate an ICO or LOFR within their respective ICPs should they be deployed.

## F Integration of Volunteers

For an incident response, each country will follow its own protocols for engaging volunteers within their borders. Under certain circumstances, specialized volunteer organizations may be requested to assist a host nation. Transnational groups, such as International Bird Rescue (IBR), may have pre-identified cross border volunteers and provide them with logistics, compensation, and liability insurance.

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

**United States:** Refer to *NWACP* and *Puget Sound ACP*.

## G Salvage, Refloating, and Recovery Inventory

**Canada:** Contact the *Transport Canada Marine Safety Office*. Refer to *CCG Western Marine Pollution & Wrecked Vessels Contingency Plan, Section 8.4 Salvage*.

**United States:** Refer to *NWACP* and *Puget Sound ACP*.

## H Disposal and Decontamination

The *Agreement between the Government of Canada and the Government of the United States of America Concerning the Transboundary Movement of Hazardous Waste (November 8, 1986)* establishes the administrative conditions for the export, import, and transportation of hazardous waste between Canada and the U.S. Environment and Climate Change Canada (ECCC) and the U.S. Environmental Protection Agency (EPA) are the signature authorities of the agreement. The CCG IC and USCG FOSC should coordinate with these agencies when the transboundary movement of recovered oils and debris is being considered.

**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 *NWACP* and *Puget Sound ACP*.

I **Joint Response Team Contact List**  
**Canadian Coast Guard**

<p><b>Assistant Commissioner</b>  <b>Canadian Coast Guard</b>  <b>Western Region</b>                  25 Huron Street                  Victoria, BC V8V 4V9                  Ph: (250) 480-2765</p>	<p><b>Regional Director of Response</b>  <b>Canadian Coast Guard</b>  <b>Western Region</b>                  25 Huron St                  Victoria, BC V8V 4V9                  Ph. (250) 480 2711</p>
<p><b>Superintendent</b>  <b>Canadian Coast Guard</b>  <b>Western Region</b>  <b>Marine Environmental &amp; Hazard Response</b>                  Ph. (250) 480 2722</p>	<p><b>Regional Operations Centre</b>  <b>Canadian Coast Guard</b>  <b>Western Region</b>                  Ph. (250) 413 2800                  1 800 889 8852 (24/7)</p>
<p><b>Deputy Superintendent Ops</b>  <b>Van Isle Sector</b>  <b>Canadian Coast Guard</b>  <b>Western Region</b>  <b>Marine Environmental &amp; Hazard Response</b>                  Salmonberry Dr                  Comox, BC V9N8S7                  Ph. (250) 661 3484</p>	<p><b>Deputy Superintendent Ops</b>  <b>South Coast</b>  <b>Canadian Coast Guard</b>  <b>Western Region</b>  <b>Marine Environmental &amp; Hazard Response</b>                  420 Inglis Dr                  Richmond, BC, V7B 1L7                  Ph. (236) 270 7143</p>

**United States Coast Guard**

<p><b>District Commander United States Coast Guard</b>  <b>Northwest Coast Guard District</b>                  915 Second Avenue Room 3590                  Seattle, WA 98174-1067                  Ph: (571) 607-1419</p>	<p><b>Incident Management &amp; Preparedness Advisor</b>  <b>United States Coast Guard</b>  <b>Northwest Coast Guard District</b>                  915 Second Ave. Room 3408                  Seattle, WA 98174-1067                  Ph: (571) 614-2852</p>
<p><b>Chief, Response Division</b>  <b>United States Coast Guard</b>  <b>Northwest District</b>                  915 Second Avenue, Room 3562                  Seattle, WA 98174                  Ph: (571) 608-7397</p>	<p><b>Chief, Command Center</b>  <b>United States Coast Guard</b>  <b>Northwest District</b>                  915 Second Avenue, Room 3544                  Seattle, WA 98174                  Ph: (866) 498-0713</p>

**Canadian JRT Members**

<p><b>Superintendent Environmental Response Western Region</b> 4260 Inglis Drive Richmond, BC V7B 1L7 Ph: (250) 480-2722 Fax: (250) 480-2702 Mobile: (604) 340-1954</p>	<p><b>Environment Canada Manager, Enforcement Division Pacific and Yukon Region</b> 201-401 Burrard Street Ph: (604) 666-0064 Fax: (604) 666-7463</p>
<p><b>BC Ministry of Environment and Parks A/Manager, Hazard Management</b> PO Box 9342, Stn Prov Govt Victoria, BC V8W 9M1 Ph: (250) 387-9950 Mobile: (250) 686-3705 Fax: (250) 953-3856</p>	<p><b>Transport Canada Marine Safety and Security Regional Director</b> 602-800 Burrard Street Vancouver, BC V6Z 2J8 Ph: (250) 361-6879, Regional Director Ph: (604) 753-8798, Associate Regional Director Ph: (833) 860-2608 (24/7)</p>
<p><b>Canada Border Services Agency Superintendent, Immigrations Customs Operations Victoria</b> 107-816 Government Street Victoria, BC V8W 1X1 Ph: (250) 363-3339 Fax: (250) 363-3179</p>	<p><b>Canada Border Services Agency Superintendent, Immigrations</b> 200 Highway 99 Surrey, BC V3S 9N7 Ph: (604) 541-5623 Fax: (604) 541-5621</p>

**United States JRT Members**

<p><b>Chief, Response Division United States Coast Guard Northwest District</b> 915 Second Avenue, Room 3562 Seattle, WA 98174 Ph: (571) 608-7397</p>	<p><b>U. S. Customs and Border Protection Area Port Director</b> 9901 Pacific Highway Blaine, WA 98230 Ph: (360) 332-5771 Fax: (360) 332-4701</p>
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<p><b>NOAA Scientific Support Coordinator Emergency Response Division</b> 7600 Sand Point Way NE Seattle, WA 98115 Ph: (206) 348-2429 Fax: (206) 526-6329 Ph: (206) 526-4911 (24/7)</p>	<p><b>Commander, Sector Puget Sound United States Coast Guard</b> 1519 Alaskan Way S Seattle, WA 98134 Ph: (206) 217-6001 Fax: (206) 217-6348 e-mail: <a href="mailto:sectorpugetsoundcc@uscg.mil">sectorpugetsoundcc@uscg.mil</a></p>
<p><b>Federal Emergency Management Agency Region X National Preparedness Division Technical Hazards Program Specialist</b> 130-228th Street SW Bothell, WA 98021 Ph: (425) 487-4686 Ph: (425) 487-4600 (24/7) Fax: (425) 487-4404 (24/7)</p>	<p><b>Department of Labor (OSHA) Assistant Regional Administrator</b> 1111 Third Avenue, Suite 715 Seattle, WA 98101 Ph: (206) 553-5930 Ph: (800) 321-6742 (24/7) Fax: (206) 553-6499</p>
<p><b>Environmental Protection Agency Manager, Emergency Response Program</b> 200 Sixth Avenue, Mailcode ECL-116 Seattle, WA 98101 Ph: (206) 553-1674 Ph: (206) 553-1263 (24/7) Fax: (206) 553-0175</p>	<p><b>Department of the Interior Regional Environmental Officer</b> 500 NE Multnomah Street, Suite 356 Portland, OR 97232 Ph: (503) 231-6157 Ph: (503) 807-3829 (24/7 mobile) Ph: (503) 684-4082 (24/7 office) Fax: (503) 231-2361</p>
<p><b>State of Washington Spill Prevention, Preparedness, and Response Acting Program Manager Washington Department of Ecology</b> Olympia, WA 98504-8711 Ph: (360) 407-7450 Ph: (800) 258-5990 (24/7) Fax: (360) 407-6902</p>	<p><b>General Services Administration (GSA) Deputy Regional ER Coordinator General Services Administration (FZM)</b> 400 15th Street S.W. Auburn, WA 98001-6599 Ph. (253) 931-7024 Fax: (253) 931-7389</p>
<p><b>Department of Defense (United States Army) U.S. Army Engineers North Pacific Division</b> PO Box 2870 Portland, OR 97208 Ph: (503) 808-3887 Fax: (503) 808-3904</p>	<p><b>Department of Energy Emergency Preparedness Specialist U.S. Department of Energy</b> PO Box 550 (A6-35) Richland, WA 99352 Ph: (509) 376-8519 Ph: (509) 373-3800 (24/7) Fax: (509) 376-4485</p>

**Canada Border Services Agency**

<p><b>Superintendent, Immigrations</b>                  200 Highway #99                  Surrey, B.C. V3S-9N7                  Ph. (604) 541-5623                  Fax (604) 541-5621</p>	<p><b>Customs Operations Sidney                  Port of Sidney</b>                  101-1640 Electra Blvd. Sidney, B.C.                  V8L-5V4                  Ph. (250) 363-6644                  Fax (250) 363-6764                  Superintendent ph (250) 363-6817</p>
<p><b>Customs Operations Victoria</b>                  107-816 Government Street                  Victoria, B.C.                  V8W 1X1                  Ph. (250) 363-3339                  Fax (250) 363-3179</p>	<p><b>Superintendent, Customs</b>                  200 Highway #99 Surrey, B.C.                  V3S-9N7                  ph. (604)535-9754                  Fax (604) 541-5621</p>

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

<p><b>Customs and Border Protection                  Port Director</b>                  2202 Port of Tacoma Road                  Tacoma, WA 98421                  Ph: (206) 593-6338                  Fax: (206) 593-6351</p>	<p><b>Customs and Border Protection                  Area Port Director</b>                  9901 Pacific Highway                  Blaine, WA 98230                  Ph: (360) 332-5707 (24/7)                  Fax: (360) 332-2339</p>
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## J 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 *NWACP* and *Puget Sound ACP*.