

CANADA – U. S. JOINT MARINE CONTINGENCY PLAN GREAT LAKES ANNEX (“CANUSLAK”)

CANADIAN COAST GUARD CENTRAL REGION + USCG NINTH DISTRICT



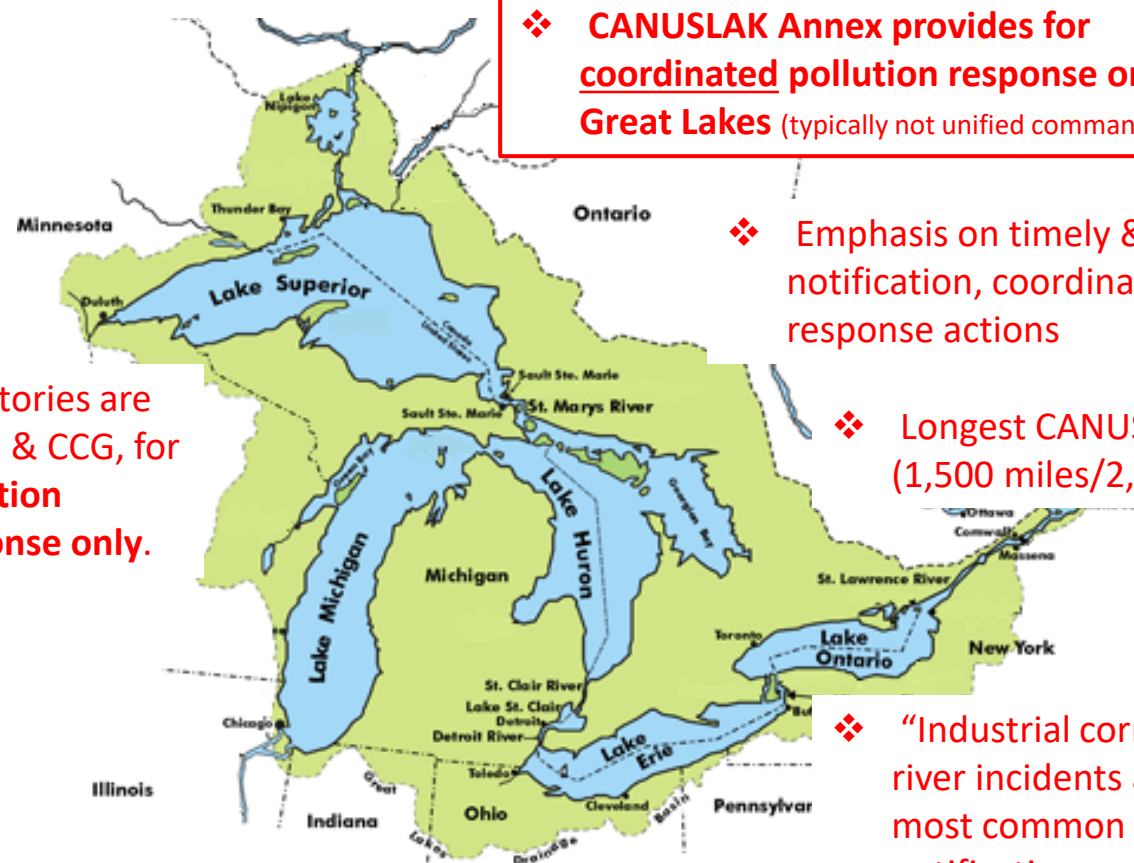
CANADA – U. S. JOINT MARINE CONTINGENCY PLAN GREAT LAKES ANNEX (“CANUSLAK”)



1972 GLWQA signing by President Richard Nixon and Prime Minister Pierre Trudeau

- 1909 - Boundary Waters Treaty – International Joint Commission
- 1972 - Great Lakes Water Quality Agreement (GLWQA) – including CANUSLAK
- 1983 - Four coverage areas added: Beaufort Sea (CANUSARCTIC), Dixon Entrance (CANUSDIX), Pacific Coast (CANUSPAC), Atlantic Coast (CANUSLANT)
- 2013 - Updated Great Lakes Water Quality Agreement and Joint Contingency Plan
- 2022 – Most recent versions of CANUS JCP and CANUSLAK Annex signed

CANADA – U. S. JOINT MARINE CONTINGENCY PLAN GREAT LAKES ANNEX (“CANUSLAK”)

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- ❖ **CANUSLAK Annex provides for coordinated pollution response on Great Lakes** (typically not unified command)
 - ❖ **Signatories are USCG & CCG, for pollution response only.**
 - ❖ **Emphasis on timely & accurate notification, coordinated response actions**
 - ❖ **Longest CANUS JCP border (1,500 miles/2,400 km)**
 - ❖ **“Industrial corridor” river incidents are most common JRT notifications**
 - ❖ **Canada & U.S. CGs remain consistent in application of respective response systems while engaged in coordinated response**

CCG Central Region

The **Canadian Coast Guard – Marine Environmental and Hazards Response** is the operational arm of the Government of Canada responsible for ensuring an appropriate response to ship-source, oil handling facilities and mystery-source pollution incidents in Canadian waters.

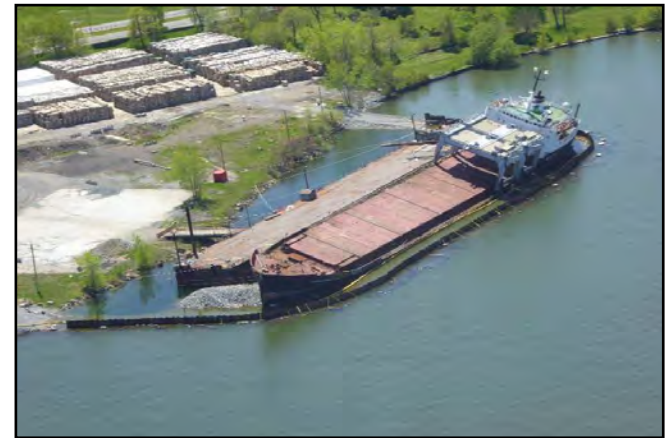


CCG MEHR – Legal Authority

Under Part 8 of the Canada Shipping Act, 2001, CCG MEHR Can:

- Take any measures it deems necessary to prevent, counter, repair or minimize pollution damage.
- Monitor the measures taken by any person to repair, remedy, minimize or prevent pollution damage.
- If the Pollution Response Officer considers it necessary, direct to any person to take the measures that the Minister considers necessary to repair, remedy, minimize or prevent pollution damage.
- Direct a vessel to a specific place, as it dictates.

Non-compliance Consequences: Fines & imprisonment.





Région du Centre | Central Region

Carte des installations régionales | Regional Facilities Map



- | | | |
|--|--|--|
| Administration centrale régionale / Regional Headquarters | Centre conjoint de coordination des opérations de sauvetage / Joint Rescue Coordination Centre | Bureau du personnel et dépôts de matériel d'intervention environnementale / Environmental Response Personnel & Equipment Sites |
| Bureau de secteur / Sector Office | Centre secondaire de sauvetage maritime / Maritime Rescue Sub-Centre | Centre des services de communication et de trafic maritimes / Marine Communications and Traffic Services Centre |
| Base opérationnelle / Operational Base | Base de recherche et sauvetage / Search and Rescue Base | Infrastructure maritime et civile / Maritime and civil infrastructure |
| Gestion des voies navigables / Waterways management | Base du service d'embarcations de sauvetage côtier / Inshore Rescue Boat Service Base | Atelier d'entretien / Electronics workshop |
| Bureau des aides à la navigation / Aids to Navigation office | Centre des opérations de la sûreté maritime / Marine Security Operations Centre | Dépôt sectoriel / Sectoral Deposits |





Roles & Responsibilities

Pollution Source

- Ship source
- Land based
- Federal Facility
- Mystery in marine
- International
- OHF
- Offshore Platform



Lead Agency

- Canadian Coast Guard
- Province
- Environment Canada
- Canadian Coast Guard
- Canadian Coast Guard
- CCG/ECCC/Province
- Canada Energy Regulator

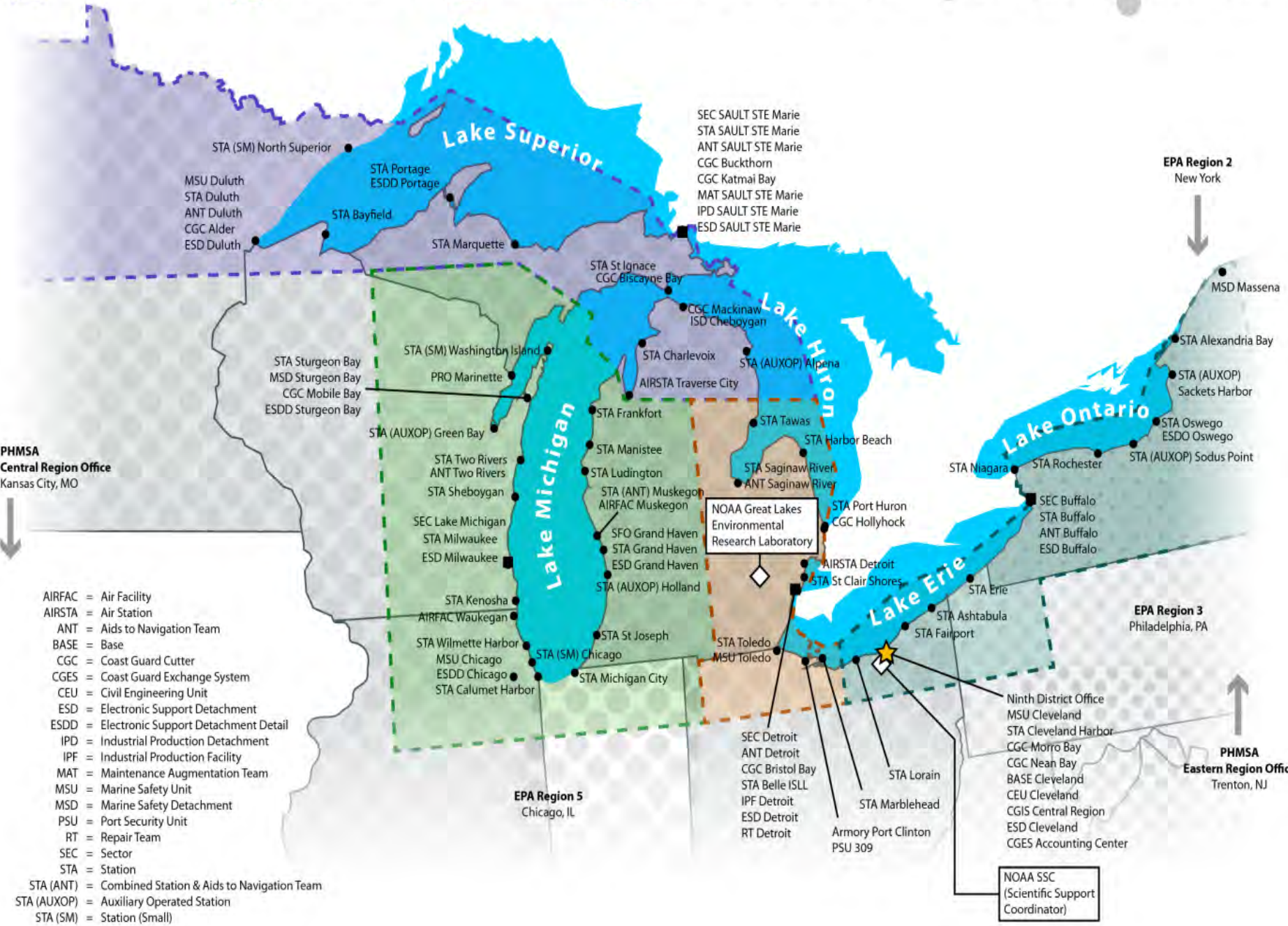


NINTH COAST GUARD DISTRICT



CANADIAN COAST GUARD CENTRAL REGION + USCG NINTH DISTRICT

Sector Sault Ste Marie
Sector Lake Michigan
Sector Detroit
Sector Buffalo
EPA Region 2
EPA Region 3
EPA Region 5



SEC SAULT STE Marie
 STA SAULT STE Marie
 ANT SAULT STE Marie
 CGC Buckthorn
 CGC Katmai Bay
 MAT SAULT STE Marie
 IPD SAULT STE Marie
 ESD SAULT STE Marie

EPA Region 2
New York

MSD Massena

STA Alexandria Bay

STA (AUXOP) Sackets Harbor

STA Oswego

ESDO Oswego

STA (AUXOP) Sodus Point

EPA Region 3
Philadelphia, PA

PHMSA
 Eastern Region Office
 Trenton, NJ

PHMSA
 Central Region Office
 Kansas City, MO

- AIRFAC = Air Facility
- AIRSTA = Air Station
- ANT = Aids to Navigation Team
- BASE = Base
- CGC = Coast Guard Cutter
- CGES = Coast Guard Exchange System
- CEU = Civil Engineering Unit
- ESD = Electronic Support Detachment
- ESDD = Electronic Support Detachment Detail
- IPD = Industrial Production Detachment
- IPF = Industrial Production Facility
- MAT = Maintenance Augmentation Team
- MSU = Marine Safety Unit
- MSD = Marine Safety Detachment
- PSU = Port Security Unit
- RT = Repair Team
- SEC = Sector
- STA = Station
- STA (ANT) = Combined Station & Aids to Navigation Team
- STA (AUXOP) = Auxiliary Operated Station
- STA (SM) = Station (Small)

NOAA Great Lakes
Environmental
Research Laboratory

NOAA SSC
(Scientific Support
Coordinator)

EPA Region 5
Chicago, IL

SEC Detroit
 ANT Detroit
 CGC Bristol Bay
 STA Belle ISLL
 IPF Detroit
 ESD Detroit
 RT Detroit

STA Lorain
 STA Marblehead
 Armory Port Clinton
 PSU 309

Ninth District Office
 MSU Cleveland
 STA Cleveland Harbor
 CGC Morro Bay
 CGC Near Bay
 BASE Cleveland
 CEU Cleveland
 CGIS Central Region
 ESD Cleveland
 CGES Accounting Center

NOAA Great Lakes
Environmental
Research Laboratory

AIRSTA Detroit
 STA St Clair Shores

STA Toledo
 MSU Toledo

STA Port Huron
 CGC Hollyhock

STA Saginaw River
 ANT Saginaw River

STA Harbor Beach
 STA Tawas

STA (AUXOP) Alpena
 STA Charlevoix

STA St Ignace
 CGC Biscayne Bay

STA Marquette

STA Portage
 ESDD Portage

STA (SM) North Superior

MSU Duluth
 STA Duluth
 ANT Duluth
 CGC Alder
 ESD Duluth

STA Sturgeon Bay
 MSD Sturgeon Bay
 CGC Mobile Bay
 ESDD Sturgeon Bay

STA (SM) Washington Island
 PRO Marinette

STA (AUXOP) Green Bay

STA Frankfort

STA Manistee

STA Ludington

STA (ANT) Muskegon
 AIRFAC Muskegon

SFO Grand Haven
 STA Grand Haven
 ESD Grand Haven

STA (AUXOP) Holland

STA Kenosha
 AIRFAC Waukegan

STA Wilmette Harbor
 MSU Chicago
 ESDD Chicago
 STA Calumet Harbor

STA (SM) Chicago
 STA Michigan City

STA Erie

STA Ashtabula

STA Fairport

STA Niagara

STA Rochester

SEC Buffalo
 STA Buffalo
 ANT Buffalo
 ESD Buffalo

STA St Joseph

CANUSLAK ANNEX MAIN SECTIONS

Area of coverage

Responsibilities

Pattern of response

Organizational structure

Notifications, activations & deactivations

Customs & immigration clearance

Coasting trade laws

Exercises; and

13 detailed sub-sections (comms, etc.)

Table of Lead Agency Authorities for Great Lakes Area

	United States	Canada
Coast Guard	<ul style="list-style-type: none"> • Spills in Coastal Zone 	<ul style="list-style-type: none"> • Ship Source & Mystery spills • Spills entering into Canadian waters from foreign or international waters
Environment and Climate Change Canada		<ul style="list-style-type: none"> • Federal Lands • Federal Facilities
US Environmental Protection Agency	<ul style="list-style-type: none"> • Spills in Inland Zone 	
Ontario Ministry of the Environment, Conservation and Parks		<ul style="list-style-type: none"> • Land based: Provincial Lands & Facilities.
Canada Energy Regulator		<ul style="list-style-type: none"> • Pipelines crossing international boundaries



JRT Members

<p>Canadian Coast Guard – Central & Arctic Region JRT Co-Chair Regional Director Coast Guard Programs 101 Champlain Boulevard Quebec City, QC G1K 7Y7 Telephone (514) 6704-2563 E-mail: Jean-Francois.Joly@dfo-mpo.gc.ca</p>	<p>Transport Canada – Ontario Region Associated Regional Director, Marine Safety & Security 4900 Yonge Street, Floor 4 Toronto, ON M2N 6A5 Telephone (416) 529-0912 E-mail: shannon.seko@tc.gc.ca</p>
<p>Environment and Climate Change Canada Senior Manager National Environmental Emergencies Centre 105 McGill, 4th Floor Montreal, Quebec H2Y 2E7 Telephone (514) 283-2345 Facsimile (514) 496-1157 E-mail: Mathieu.Dussault@ec.gc.ca</p>	<p>Ontario Ministry of the Environment, Conservation and Parks Spills Action Centre 5775 Yonge St., 5th Floor North York, ON M2M 4J1 Telephone: 416-325-3000 Toll free: 800-268-6060</p>
<p>Canada Energy Regulator Emergency Management Officer 517 Tenth Avenue SW Suite 210 Calgary, Alberta T2R 0A8 Telephone (403) 299-2773 Facsimile (403) 471-5503 Email: Joanne.Munroe@cer-rec.gc.ca</p>	<p>U. S. Coast Guard Ninth District JRT Co-Chair Incident Management and Preparedness Advisor 1240 E. 9th Street Cleveland, OH 44199 Telephone: (216) 902-6112 E-mail: jerome.a.popiel@uscg.mil</p>
<p>U. S. Environmental Protection Agency U. S. EPA Region Two (NY shoreline) 290 Broadway New York, NY 10007-1866 Telephone: (877) 251-4575</p>	<p>U. S. Environmental Protection Agency U. S. EPA Region Three (PA shoreline) 1650 Arch Street Philadelphia, PA 19103-2029 Telephone: (800) 438-2474</p>
<p>U. S. Environmental Protection Agency U. S. EPA Region Five 77 W. Jackson Boulevard Chicago, IL 60604 Telephone: (734) 692-7661</p>	<p>U. S. NOAA Scientific Support Coordinator 1240 E. 9th Street Suite 339 Cleveland, OH 44199 Telephone: (202) 557-7760 E-mail: rachel.l.pryor@noaa.gov</p>



Canadian Coast Guard
United States Coast Guard
Joint Marine Pollution Contingency Plan



CANUSLAK Annex
International Coordinating Officer (ICO)
Concept of Operations (CONOP)

- Ref: (a) Canadian Coast Guard – United States Coast Guard Joint Marine Pollution Contingency Plan (JCP) of May 2013
(b) Canadian/U.S. Lakes (CANUSLAK) Annex to Reference (a)
(c) U. S. Coast Guard Incident Management Handbook, COMDTPUB P3120.17B

Introduction. To achieve the international coordination contemplated in section 403, “Coordinated Response,” of reference (a) and section VI “Organizational Structure,” of reference (b), the Canadian Coast Guard Central and Arctic Region and Ninth Coast Guard District developed the International Coordinating Officer (ICO) position. With some similarities to the Liaison Officer (LOFR) and Agency Representative (AREP) positions in Incident Command System (ICS), the ICO transcends those responsibilities in reference (c) by employing a Senior Response Officer (SRO)- or Federal On Scene Coordinator Representative (FOSCR)-like concept of operations. Capitalizing on experience and lessons learned from two decades of exercises and actual incidents, the ICO position has proven to be an effective construct to achieve coordinated response and maintain close international cooperation.

Operational Requirement. Bi-national, regional experience has demonstrated that, in instances of spills with international impacts, complete collocation of both Canadian and U.S. command structures and response organizations is unlikely due to funding, legal, logistical, political and geographical constraints. Coordinated response, however, remains a chief tenet of reference (a), so use of a mechanism other than complete collocation for achieving a coordinated response remains necessary. Accordingly, reference (b) specifies a “geographically separated command structure” that uses an ICO, or ICO team, to attain the prerequisite coordination. In practice, two scenarios generally occur in the CANUSLAK coverage area:

- a. An incident where a spill has effects primarily in the internal waters of one nation with minimal or only potential impacts to the other nation. In this instance, it is usually appropriate for the primarily impacted nation to establish its robust response organization and request an ICO or ICO team from the other nation participating either on site (usually Incident Command Post) or virtually via electronic connectivity;
- b. An incident where here a spill has relatively equal effects on both sides of the border. In this instance, it is expected that both nations will establish robust response organizations and exchange ICO or ICO teams as needed, participating either on site (usually Incident Command Post) or virtually via electronic connectivity.

International Coordinating Officer (ICO)

- Key construct to achieve coordinated response
- Typically CCG Senior Response Officer or USCG DRAT or RDH
- Essentially a deputy incident commander or team imbedded in supported nation’s ICP
- Similarities to AREP or LOFR, but also have decision and resource authority
- Knowledge of other nation’s pollution response regime, AOR
- USCG D9 PQS established



Canadian Coast Guard
United States Coast Guard
Joint Marine Pollution Contingency Plan



CANUSLAK Annex
International Coordinating Officer (ICO)
Virtual ICO Coordinating Call Job Aid

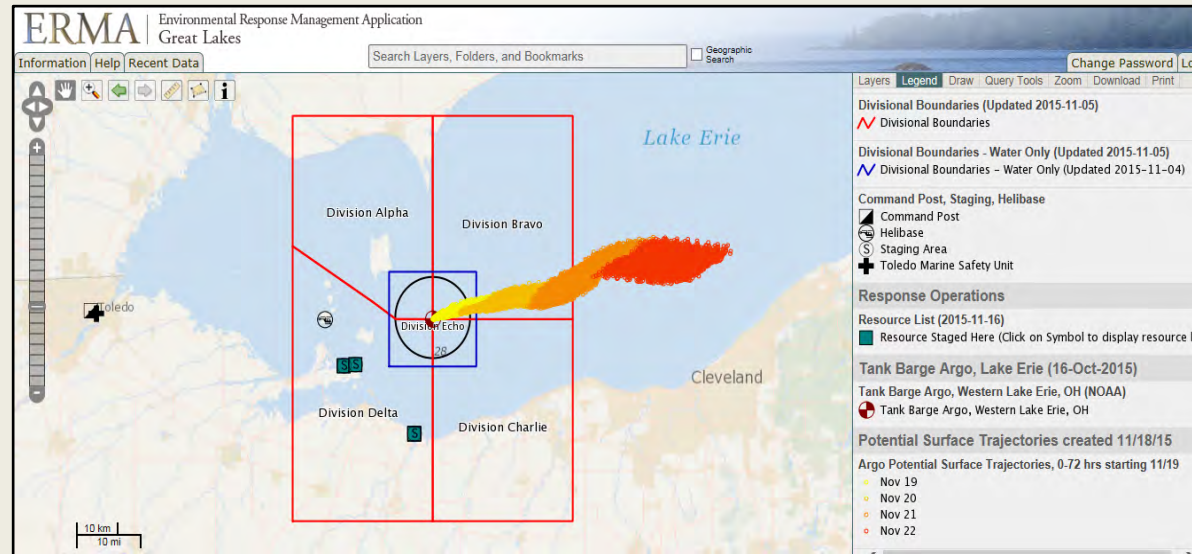
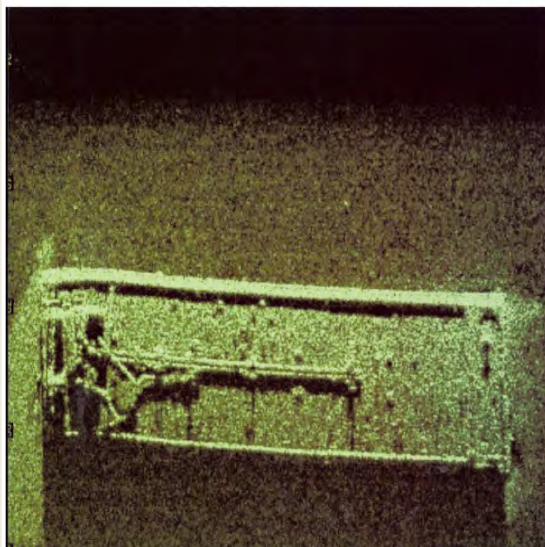
Step	Action	Notes
1	<u>Send/receive initial notification.</u> Per references (a) and (b), the lead federal agency for the primary nation upon receiving initial notification should promptly share notification with lead agency for adjacent/affected nation. Lead virtual ICO representative (usually USCG or Canadian CG ICO, CCG senior response officer (SRO), USCG sector response department head or JRT co-chair) should be identified.	Virtual ICO Coordinating Call Framework is normally used when a physical incident command post (ICP) is not established, but can also supplement communications when an ICP is established. Extent of each ICO's authority will depend on location, nature and extent of each incident, and on preferences of the Incident Commander.
2	<u>Establish incident call.</u> Lead ICO should select appropriate participants and schedule initial call via a telephone conference line. Participants should always include USCG D9 and affected sector and Canadian CG SRO. <u>Additional participants should normally include:</u> state or provincial government; Transport Canada; Canadian Energy Regulator; tribal/first nations; USEPA; port authority; SLSDC/SLSMC; district/sector command centers; responsible party or owner/operator, as appropriate. Additional reps selected on basis of authority, jurisdiction or expected impact.	This virtual framework is designed for incidents where the Incident Command System is activated in support of oil spill response operations along the Canadian/U.S. border of the Great Lakes but may also be useful for marine casualties, transportation incidents, pandemics or other incidents of bi-national interest. Web conferencing may also be used to share visuals.
3	<u>Incident summary.</u> Once call is established, the lead ICO should provide a verbal summary of the incident or solicit verbal incident/situation summary from applicable command center.	Activities of ICO augment IC's ability to coordinate and focus response and deployment of resources
4	<u>State actions & coordinate.</u> Lead agencies should state agency's intended actions. Lead ICO should then solicit actions from other involved agencies. Call participants should consult on intended actions for areas of coordination, requests for additional agency coordination.	<ul style="list-style-type: none"> Coordinate tactical matters to achieve unity of effort. Request and/or direct resources to support operational objectives Request and/or direct scientific support
5	<u>Solicit concerns.</u> All call participants should identify discrepancies or areas of concern and voice those while on the call. Identify areas where coordination is required.	<ul style="list-style-type: none"> Ensure understanding of policy guidance and coordination measures to achieve the best possible results.
6	<u>Address concerns.</u> Lead ICO or appropriate agency representatives should address existing concerns. Identify any concerns that remain unresolved.	<ul style="list-style-type: none"> Enhance cooperation between ICs and District/Regional staffs of both countries.
7	<u>Summarize call & situation.</u> Lead ICO should summarize the call and plan of action.	Identify any remaining concerns.
8	<u>Conclude call.</u> Lead ICO should set next call time. Recap any expected deliverables or reporting.	Daily updates unless otherwise specified.

Ref: (a) Canadian Coast Guard – United States Coast Guard Joint Marine Pollution Contingency Plan (JCP) of 2017

(b) Canadian/U.S. Lakes (CANUSLAK) Annex to Reference (a)

Case example: 2015 Barge ARGO response

- Legacy (1930s) sunken barge w/cargo of benzol & crude oil
- USCG-led federalized response in western Lake Erie near border
- CCG formed ICO team, deployed to USCG ICP in Toledo, Ohio
- ICO team coordinated common operating picture (COP), trajectories, protection strategies, overflights & public affairs
- Highly successful, coordinated response



Case example: 2019 grounding response

- October 7, 2019 – St. Lawrence Seaway
 - 730' bulk carrier (cargo: taconite) ran aground in St. Lawrence River
 - Hard/rocky river bottom
 - Vessel in U. S. waters, but just yards from Canadian waters
 - Damage to forepeak; fuel tanks intact
 - Restricted navigational traffic
 - Potential of 86,000 gallons fuel oil
 - ICO employed; CCG, USCG, Transport Canada, SLS Management & Development Corps., tribal/first nations engaged
- Vessel freed on October 13, 2019



Case example: 2019 fire response

- December 16, 2019 – Detroit River
 - 641' bulk carrier (cargo: canola grain) experienced engine room fire while underway in Detroit River
 - Incident commenced in U. S. waters, but transitioned to Canadian waters
 - Complete loss of power; fire reflash; anchored then towed to mooring in Windsor, Ontario
 - Restricted navigational traffic
 - Potential of 205 tons IF 80, 60 tons marine diesel, 4,000 liters of lube oil
 - ICO employed to CCG/TCMS at Port of Windsor; CCG, USCG, Transport Canada, ECRC, Port of Windsor engaged
 - Lightering completed on December 23, 2019



Case example: 2023 fire response

- 23 May: M/V CUYAHOGA (CA) suffered an engine room fire in Lake Erie / initial firefighting unsuccessful / crew of 20 prepared to abandon ship.
- Canadian JRCC Trenton requested USCG assistance / Sector and AIRSTA Detroit & STA Marblehead responded.
- M/V CUYAHOGA secured ventilation & eventually extinguished fire / anchored in Canadian waters.
- USCG D9, Sector Detroit & CG SERT provided advice & assistance for emergency tow to CCG under CANUSLAK.
- CCG + D9's CANUSLAK International Coordinating Officer (ICO) team provided tech review of salvage & tow plans, monitored until safe arrival in US port.
- 9 June: M/V CUYAHOGA completed second tow to facility in US waters to effect permanent repairs.



EXERCISES

Frequent CANUSLAK exercises across entire region



- [D9 Response Division](#)
- [CANUSLAK Joint Response Team \(JRT\)](#)
- [CANUSLAK Plans](#)
- [Meetings and Exercises](#)
- [Agency Links](#)

Security Levels



MARSEC LEVEL 1 SIGNIFICANT RISK



NTAS
NO ACTIVE ALERTS
www.DHS.gov/alerts



U.S. COAST GUARD
Ninth District



CANUSLAK Joint Response Team (JRT)

[| CCG Central & Arctic Region |](#)

Through a bilateral Joint Marine Pollution Contingency Plan (JMPCP), Canada and the United States have established a coordinated system for planning, preparedness, and responding to harmful substance incidents in the contiguous waters along shared marine borders. This joint plan supplements each country's national response systems and coordinates the interface of these systems for boundary areas. The JMPCP calls for five Geographic Annexes that specify response procedures and are the responsibility of the Assistant Commissioners of the Canadian Coast Guard and District Commanders of the United States Coast Guard. The Coast Guards also chair Joint Response Teams (JRTs) for each geographic area that consist of appropriate government representatives to provide advice and counsel to facilitate coordinated planning, preparedness, and response to a harmful substance incident; recommend amendments to the JMPCP or the Geographic Annexes, or provide advisory support to the CCG On-Scene Commander and the USCG On-Scene Coordinator.

The CANUSLAK Geographic Annex covers the boundary waters of the Great Lakes between Canada and the United States, defines the CANUSLAK Joint Response Team (JRT), and is regularly tested and improved in an ongoing series of CANUSLAK exercises.

