

CANUSNORTH 99

Anchorage, Alaska
10-12 February 1999

Meeting Summary and Work List

Prepared By:

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U.S. Coast Guard
Department of the Interior
NOAA

CANUSNORTH 99 Exercise: Minutes of Meeting

1. Summary: Our annual CANUSNORTH exercise was held February 11-12, 1999 in Anchorage, Alaska. The exercise included a table top scenario discussion and a contingency planners work session.

A copy of the full agenda is attached as Enclosure (1). Enclosure (2) details the goals and objectives of the training.

2. List of Attendees: Refer to Enclosure (3).

Spill Management Team Table Top Scenario Review: The table top exercise consisted of a facilitated discussion on potential response actions to a tug with tandem tow on a trip from the refinery at Twin Peaks NWT to Point Barrow, Alaska. Barge #1503 contained 1400 tons of #2 diesel and barge #1523 contained 1400 tons of a heavy fuel oil used by Alaskan communities for generator operation. The tow line parted in the confusion that followed, the tug backed down over the cable, and tangled the tow line in the propellers. The tug could not regain maneuverability, and the barges drifted with the weather. The barges were observed to collide with each other, and ultimately ground in the vicinity of the Canada - US border. Barge 1503 is leaking fuel, with a slick extending 4 miles along the beach. The port side has damage and set-ins amidships. No holes are visible in the side. Barge 1523 also has portside damage and is leaking fuel. A 36" x 2" slice is noted in the side, crossing tank boundaries. Oil is spread out for about 4 miles along the beach and up to 1 mile offshore. Large amounts of oil are in the immediate vicinity of the barge.

The discussion was divided into 4 topics:

- Notification and Discovery.
- Preliminary Assessment and Initiation of Action.
- Near term Containment, Countermeasures, and Cleanup.
- Long Term Actions and Command Structure.

a. Notification and Discovery: There were no major problems identified in this category. Both Canadian and U.S. agencies have clear procedures and guidelines for both internal and external notification.. A successful test of the notification system was done in Anchorage. The Canadian Coast Guard had calls placed from Hay River, NWT and from Sarnia, Ottawa to the National Response Centers 800 number without difficulty.

b. Preliminary Assessment and Initiation of Action: The US and Canadian OSCs are familiar with each other, understand the needs for rapid information exchange, and expressed the potential benefits of using the internet as a method to expedite the flow of data. At this point in the response, agencies from both countries stressed the need to verify information and to get trained personnel on scene to provide accurate

information. Both countries will conduct over flights, and initiate actions in accordance with their contingency plans. Due to limited resources, both countries may also share resources, including helicopters and other equipment. The CANUSNORTH Annex details the authority and the process to invoke the Joint Plan, and clearly identifies the OSC and their responsibilities.

c. Near term Containment, Countermeasures, and Cleanup: During the table top exercise both agencies identified issues that were common problems to both agencies.

- Lack of environmental sensitivity maps for most of the Beaufort Sea area.
- Due to the remoteness of the area, a survey party from MSO Anchorage will take between 8-10 hours from notification to arrive on scene. The Canadian Coast Guard leaving from Hay River, North West Territories will take 6-8 hours.
- Wildlife concerns had some special safety issues, the primary concern was the Arctic Polar Bear, as this animal has no natural enemies it does not fear man. One of the requirement when first on scene would be to hire a local person to provide bear security to the survey party. Other issues were also raised. No guidelines for conducting joint operations, for wildlife restorations, joint funding arrangements, potential wildlife centers, joint protocols on training requirements, capture methods and cleaning techniques, approved contractors, and potential custom or other restrictions on importing birds for cleaning or release locations.

d. Long Term Actions and Command Structure: The issue of command post location, or establishment of a joint command post, was discussed. One concept was to have liaison teams comprised of a responder, public affair's specialist and a environmental specialist in each others command post. Locations of the command post and staging areas would be driven by the size and location of the spill. There was some discussion on utilizing a barge to house the work crews or hiring a commercial contractor to provide a complete camp. Needs will be determined on a case by case bases. The Canadian Coast Guard uses an Incident Command System (ICS) that is similar to the National Interagency Incident Management System (NIIMS) ICS program. The forms that are generated by both agencies are not compatible, so developing a joint Incident Action Plans (IAP) at this time will not be possible. Each Country will provide copies of their respective response documents. It was agreed that conflicts for resources or personnel will arise, but it was felt that the OSCs would be able to work through these conflicts.

Natural Resource Damage Assessment (NRDA) is only a US process, and has no Canadian counterpart. Although the SCAT process is similar in both countries, each country will conduct independent SCAT operations, but would "share" specialists as needed.

e. Table top Debrief: At the conclusion of the facilitated discussions, participants provided the following list for the contingency planners to consider:

- Oily Waste trans-boundary issues. Research potential road blocks and all requirements for permits to move oily waste for Canada to the a US waste disposal site.
- Detail paths to activate NAVSUPSALV in situations both within and outside the Joint Plan.
- Evaluate the local hire process, labor laws, and Immigration Naturalization Service issues as it relates to NAFTA for oil spill response. .
- Joint Information Center (JIC) have both agencies exchange their JIC information and see if a joint model can be developed.
- Develop joint wildlife capture and rehabilitation guidelines.
- Communication issues, the Canadians in Hay River NWT are able to communicate with the north slope via HF & satellite. MSO Anchorage is able to communicate via satellite, the HF out of Kodiak Island is not reliable due to atmospheric anomalies.

5. Contingency Planner / Exercise Work Group Meeting: The planners from each country met to develop a work list, assign responsibilities and time frames, and make recommendations for future meetings. The following outcomes resulted:

a. Work List / Action Items.

- i. Oily Waste transported from Canada into the US for processing and disposal. Work out the transboundary issues and the permit process Develop written guidelines and have all of the documentation in place.
Project leader: John Ehrhart - USCGD17 (mpc) & Larry Trigatti - CCG Regional Contingency Planning Officer
Time frame: Completion by 1, June 1999.
- ii. Detail the process to activate NAVSUPSALV in situations both within and outside the Joint Plan. Detail the process of having the Canadian government hire the NAVSUPSALV for clean up operations
Project leader: John Ehrhart – USCGD17 (mpc)
Time frame: Completion by 15, June 1999.
- iii. Joint Information Center (JIC) formalizes both agencies processes for exchange their JIC information and see if a joint model can be developed.
Project leader: John Ehrhart – USCGD17 (mpc) & Larry Trigatti
CCG Regional Contingency Planning Officer
Time frame: Completion by 15, June 1999.

Work List / Action Items (continued):

- vi. Research the local hire process, including the labor laws, and Immigration Naturalization Service issues as it relates to NAFTA. Detail the process to activate local hires or International hires.
Project Leader: John Ehrhart - USCGD17(mpc)
Time Frame: On going process with US Immigration Service completion date 1, June 1999
- iv. Distribute E-mail addresses of all attendees at CANUSNORTH 99, and provide ARRT web page address to Canadians.
Project Leader: John Ehrhart - USCGD17(mpc)
Time Frame: Completion by 31, March 1999
- v. Provide electronic copy of ARRT in-situ and dispersant application guidelines to Larry Trigatti CCG Regional Contingency Planning Officer for potential use in development of Canadian procedures.
Project Leader: LCDR Musarra - USCGD17(mpc)
Time Frame: Completion by 15 June 1999
- vi. Identify what agency representatives would be on the Joint Preparedness Team (JPT), and what responsibilities they would be tasked with.
Project Leader: John Ehrhart – USCGD17 (mpc) & Larry Trigatti CCG Regional Contingency Planning Officer
Time Frame: First Draft by 01, August 1999
- vii. Develop joint Canadian / US guidelines for trans-boundry wildlife capture and rehabilitation. Permits, procedures, standards, cost sharing, etc. Applicable to both CANUSDIX and CANUSNORTH joint plans.
Project Leader: LCDR L Musarra and ARRT Wildlife Working Group.
Canadian Department of Environment and REET
Time Frame: Progress report on 15 June 1999.

b. CANUSNORTH 1999: Recommendations:

- That future exercises continue to build on the same scenario and focus on the logistics and long term command issues for an extended cleanup in Beaufort Sea.
- That the next exercise may include an equipment deployment in Inuvik or Tuktoyatuk Canada, around the third week of August 1999.
- That progress reports or resolutions from worklist above be completed every six months.

Schedule of Events

10 February: Wednesday

0700-1800	LT Herb Oertli takes some members of CCG to visit CISPRI. facilities in the Kenai Peninsula.
0800-1730	US Coast Guard District Seventeenth Planner with the Canadian Coast Guard Planner from Sarnia, Canada. Both planners working on CANUSNORTH Annex.
1900-2130	No Host Reception at Hilton Hotel.

11 February: Thursday

0900-0930	Introductions of all members present.
0930-1000	Review changes and updates on the CANUSNORTH Annex.
1000-1030	John Goodman Canadian Coast Guard, gives overview on the North West Territories area of responsibility for the Arctic Coastline.
1030-1230	Rick Janell USCG Introduces the TTX format and ground rules, Gives scenario description and conducts parts 1 & 2 of the TTX.
1230-1330	Lunch.
1330-1700	Rick Janell USCG facilitated parts 3 & 4 of the TTX.

12 February: Friday

0900-1130	Hot wash from the TTX, The planners from each country met to develop a work list, assign responsibilities and time frames, and make recommendations for future meetings.
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Objectives

The overall objectives are to exercise the CANUSNORTH Annex to the Joint Plan, improve emergency procedures for Beaufort Sea, and expand the working relationships between all participants. Specific objectives include:

- To improve the capability of the spill management teams (SMT) to operate within the framework of the response management system identified in the CANUSNORTH Annex. (Where can we fit in each other's organizations)
- To discuss the establishment of a response organization and the development of initial Incident Action Plans.
- To identify response resources and discuss procedures for entry and deployment.
- To exercise the ability to quickly identify and prioritize resource protection requirements.
- To discuss the ability of the response organization to characterize the site, control the source of the spill, and initiate recover operations on both land and water.
- To identify areas for improvement to the CANUSNORTH Plan.

Enclosure (3)

List of Attendees

U.S. Participants

Capt Bill Hutmacher	Captain of the Port CO MSO Anchorage Whutmacher@cgalaska.uscg.mil	907-271-6700
CDR Jean Butler	Contingency plans & Exercises jbutler@cgalaska.uscg.mil	907-463-2210
CDR Mark DeVries	XO MSO Anchorage mdevries@cgalaska.uscg.mil	907-271-6700
LCDR Rick Rodriguez	USCG MSO Anchorage Rrodriguez@cgalaska.uscg.mil	907-271-6724
LT Byron Black	MSO Anchorage bblack@cgalaska.uscg.mil	907-271-6700
LT Herb Oertli	MSO Anchorage hoertli@cgalaska.uscg.mil	907-271-6700
Rick Janelle	USCGD17, Response Advisory Team rjanell@cgalaska.uscg.mil	907-463-2247
John Ehrhart	USCGD17, Maritime Plans and Policy jehrhart@cgalaska.uscg.mil	907-463-2217
Dr. John Whitney	NOAA Scientific Support Coordinator Whitney@hazmat.noaa.gov	907-271-3593
Pamela Bergmann	Department of Interior Pamela_bermann@ios.doi.gov	907-271-5011

Canadian Participants:

John Goodman	Canadian CG Response Supervisor Goodmanj@dfo-mpo.gc.ca	519-383-1954
Terry Cook	Senior Response Officer, Hay River NWT cookt@dfo-mpo.gc.ca	867-874-5559
Larry Trigatti	Canadian CG Planner Sarnia, Canada trigattil@dfo-mpo.gc.ca	519-383-1958
Alex Wheeler	Exercise Officer, CCG Sarnia wheeler@dfo-mpo.gc.ca	519-383-1978

Enclosure (3)