

FIVE-YEAR REVIEW

IMPLEMENTATION STATUS OF RECOMMENDATIONS FROM THE

*2011 STAKEHOLDER WORKGROUP REVIEW OF PLANNING AND RESPONSE CAPABILITIES FOR A
MARINE OIL SPILL ON THE U.S./CANADIAN TRANSBOUNDARY AREAS OF THE PACIFIC COAST
PROJECT REPORT*

Sponsored by the Pacific States/British Columbia Oil Spill Task Force

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Section I: Purpose of Report

In 2011, the Pacific States/British Columbia Oil Spill Task Force (Task Force) completed a comprehensive, three-year stakeholder engagement effort to assess the marine oil spill preparedness and response capabilities in the CANUSPAC and CANUSDIX transboundary regions. The resulting report, *The Stakeholder Workgroup Review of Planning and Response Capabilities for a Marine Oil Spill on the U.S./Canadian Transboundary Areas of the Pacific Coast Project Report (2011 Transboundary Report)* includes 115 specific recommendations in five topic areas – command, planning, operations, logistics, and finance. The 2011 Transboundary Report was a significant undertaking which spanned three years, engaged 88 stakeholders, involved five committees, and produced numerous in-depth white papers. The full report can be found here:

http://oilspilltaskforce.org/docs/Final_US_Canada_Transboundary_Project_Report.pdf

One of the 115 recommendations in the 2011 Transboundary Report was for the Task Force to assess the status of its recommendations five years from publication. This report, titled *Five-Year Review – Implementation Status of Recommendations from the 2011 Stakeholder Workgroup Review of Planning and Response Capabilities for a Marine Oil Spill on the U.S./Canadian Transboundary Areas of the Pacific Coast Project Report* (Five-Year Review) summarizes that effort.

The Five-Year Review summarizes the status of the 115 recommendations from the 2011 Transboundary Report based on input from each implementing entity identified in 2011. Implementing entities are the entities identified in the 2011 Transboundary Report with responsibility/authority for implementation of a particular recommendation. There are 78 implementing entities in total and many recommendations apply to more than one entity. Therefore, the total number of recommendations cited in this Five-Year Review (239) is greater than the actual number of recommendations included in the 2011 Transboundary Report (115). For a list of all implementing entities, see Appendix D.

The Five-Year Review aims to:

- recognize the significant accomplishments of the transboundary spill preparedness and response community during the past five years;
- identify and prioritize gaps and opportunities for this community to further improve their efforts; and
- recommend next steps to address prioritized gaps and identify entities responsible for implementation.

Section II: Executive Summary

In March 2016, the five-member Workgroup that led the 2011 Transboundary Report effort reconvened and mapped a path forward to assess the status of the 115 recommendations contained in the 2011 Transboundary Report. Members of the Five-Year Review Workgroup (Workgroup) included five individuals representing all of the state/provincial spill prevention, preparedness, and response programs in the CANUSPAC and CANUSDIX regions, as well as representatives of two response organizations. See Appendix A. Workgroup Members.

The Workgroup agreed to survey each of the 78 implementing entities identified in the 2011 Transboundary Report to determine:

1. The status of each of the 115 recommendations.
 - a. Completed
 - b. In Progress
 - c. Not Yet Started
 - d. No Longer Relevant
 - e. Other
2. Whether significant changes have occurred in the response/preparedness landscape since 2011 and that are pertinent to the 2011 Transboundary Report's recommendations.
3. Whether implementing entities had recommendations for the Task Force.
4. What plans were underway to improve preparedness/response capabilities.

Implementing entities received personalized emails, and in many cases phone calls, to encourage response. The original deadline was extended by several months to ensure that entities had an adequate time-frame in which to respond. All non-responding implementing entities received multiple email requests and, for most, phone calls.

Highlights from this effort follow.

- Of 78 implementing entities surveyed, a total of 16 responded. The most significant gaps in response include:
 - Industry (no responses were received from any of the eight industry groups surveyed)
 - CANUSDIX Joint Response Team
 - Tribes/First Nations (one response received out of 46 Tribes/First Nations surveyed)
- Of 239 recommendations:
 - 41, or 17% of the total, have been completed
 - 67, or 28%, are in progress
 - 27, or 11%, have not yet been started
 - 0 are no longer relevant

- 33, or 14%, were marked as “other”
 - 71, or 30%, could not be assessed due to lack of information
- The “operations” category had the highest number of completed recommendations (21)
- The “planning” category had the fewest number of completed recommendations (6)
- Significant changes have occurred in the preparedness and response landscape in both CANUSPAC and CANUSDIX since the 2011 Transboundary Report was published, including but not limited to:
 - New legislation in British Columbia (BC) to enable additional regulatory development on spill preparedness, response and recovery, and significant progress towards the enhancement of the Environmental Emergency Program.
 - The passage of HB 1186 in Washington (WA) which implements a large number of programs and activities that will result in improved planning and response, including a Vessel of Opportunity System.
- Many implementing entities had detailed recommendations for the Task Force, including:
 - Push both Coast Guards to exercise all facets of a response and strategically plan for a cross-border incident.
 - Help make the case for addressing the highest risk for Dixon Entrance – cargo vessels that transit to/from Prince Rupert, BC.
 - Help continue to engage Industry in preparedness activities.
- Of the 27 recommendations identified as “not yet started”, the Five-Year Workgroup identified 10 as high priorities for implementation. They include (not in priority order) recommendations # 21, 29, 31, 37, 45, 55, 57, 88, 89 and 91. See Table 7 for complete list.

The Workgroup identified the following recommendations based on the Five-Year Review.

The **Task Force** should:

1. Hold individual meetings and/or workshops with implementing entities for the highest priority recommendations that have not yet been started and map pathways for implementation. (See Table 7)
2. Hold individual meetings and/or workshops with implementing entities for the highest priority recommendations¹ for which no information was provided during this assessment, most notably the CANUSDIX JRT and potentially industry groups. The Executive Coordinator Team for the Task Force should, if possible, participate in the Fall 2017 CANUSDIX JRT or a future meeting and present information related to the report and attempt to solicit input on the status of recommendations pertinent to CANUSDIX JRT.

¹ The Workgroup was unable to conduct a prioritization of the “no information” recommendations but recommends that one is undertaken by the Executive Team and/or Coordinating Committee.

3. Conduct a 10-year status review (in 2021) that would be extensive and include more in-depth analysis, including white papers, comparable to the 2011 effort.
4. Host a forum to address issues/assessments raised in the Five-Year Review.
5. Develop a comprehensive outreach strategy related to the findings of the Five-Year Review that go beyond those actions identified above.
6. Maintain an updated online database with recommendations that is accessible and updateable.
7. Convene a meeting with both the U.S. and Canadian Coast Guards regarding response capabilities in Transboundary Areas.

CANUSDIX and CANUSDIX JRT

8. CANUSDIX JRT is holding its first meeting since 2011 this fall (Fall 2017). A Task Force representative should attend this meeting and brief CANUSDIX JRT members on key findings of the Five-Year Review that are relevant to CANUSDIX and assess the status of pertinent recommendations.
9. The CANUSPAC and CANUSDIX JRTs should consider establishing a Fisheries Response Working Group similar to the CANUSDIX Wildlife Response Working Group. This group could coordinate fishery closures and other fisheries related issues of mutual concern under the umbrella of the CANUSPAC and CANUSDIX annexes. Primary members would include Alaska Department of Fish and Game (ADF&G), Washington (WA) by the Washington Department of Fish and Wildlife (WDFW), and Department of Fisheries and Oceans Canada (DFO).
10. Regarding recommendations 59 and 60: The authority for fishery closures in both Alaska (AK) and WA rests with the respective states. In AK, closures and openers are made by the ADF&G, and in WA by the WDFW. In Canadian marine waters, the authority to open and close fisheries, and issue fishing licenses rests with DFO.

Section III: Key Changes in Response/Preparedness “Landscape” in Transboundary Regions (CANUSPAC and CANUSDIX) Since 2011

Significant changes have occurred in the risk picture since the 2011 Transboundary Report was completed.

In the CANUSPAC area (WA and BC) these include but are not limited to: changes in oil transportation (shift to oil by rail; a reduction in shipping from AK; proposed developments in BC). These changes impact the relevancy of the 2011 recommendations and need to be acknowledged. However, these changes are well documented elsewhere, including the WA State 2014 Marine and Rail Oil Transportation Study²) and will not be covered in detail in this report.

Highlights of key changes in the risk picture for Canada and the U.S. follow.

Canada

The Canadian Government has undertaken a significant review of the Canadian marine spill regime as well as extensive engagement with Canadians to identify opportunities for improvement. Specific initiatives and related information include:

- The new Ocean Protection Plan includes increased funding and commitment to federal spill prevention, preparedness and response. For more details see: <https://www.tc.gc.ca/eng/oceans-protection-plan.html>
- Canada’s World Class Tanker Safety System. See: <http://www.ccg-gcc.gc.ca/world-class-tanker-safety-system/home>
- Changing risk profile based on increasing exports and shipping traffic from Canada associated with natural resource development, expanding port developments and significant new projects such as the planned Trans Mountain Pipeline Expansion that has received environmental assessment approvals from both Canadian and BC governments.
- North Coast – expanding port facilities for the movement of natural resources from Canada and across North America to Asian and other international shipping destinations. This includes continued expansion of port facilities and shipping out of Prince Rupert, Stewart, and Kitimat.
- South Coast – expanding port facilities for the movement of natural resources from Canada and across North America to Asian and other international shipping

² <https://fortress.wa.gov/ecy/publications/documents/1508010.pdf>

destinations. This includes continued expansion of port facilities and shipping out of Vancouver, Howe Sound, and other locations around BC's south coast.

- Increased engagement and scrutiny by local governments, First Nations, other key stakeholders, and the public around the issues of port expansion, marine shipping and spill prevention, preparedness, response and recovery resulting in increasing demands for improvements.

U.S.

Major updates have occurred at the state level. WA representatives to the Task Force reported the following significant changes:

- The passage of the 2011 State Oil Spill Program Act (Chapter 122, Laws of 2011) and corresponding implementation of:
 - Vessel of Opportunity System
 - Volunteer Coordination System
 - Added aerial surveillance, best achievable protection, and a five-year review requirement in contingency plans
 - Requirement for large-scale multi-plan exercise every three years
 - State notification requirement for Vessel Emergencies (vessel casualties)
 - Increase in the damage assessment for spills over 1000 gallons
- Rule update for Natural Resources Damage Assessment Rule
- Update for Oil Spill Contingency Plan Requirements
- Completion of the 2014 Marine and Rail Oil Transportation Study
- Passage and implementation of the 2015 Oil Transportation Safety Act (Chapter 274, Laws of 2015) that
 - Clarified state definition of "oil" and "crude oil"
 - Added rail to the state defining of facility
 - Requirement for rail to produce oil spill contingency plans
- Extension of the Oil Spill Prevention Account tax (barrel tax) to crude oil deliveries by rail
- Requirement for facilities to make advanced notice of oil deliveries by rail
- Enhancement made to state Geographic Response Plan efforts
- Financial reporting from rail to determine whether operators have ability to pay for spill response and damages
- Right of entry for state rail safety inspectors
- Extension of state rail safety authority to rail grade crossings on private property
- Requirement that Ecology not release un-aggregated oil transfer data provided under the Advanced Notice of Transfer requirement
- Establishment of an oil spill and firefighting equipment grant program for first responders
- Update of the Pipeline Contingency Planning Rule

Section IV: Approach

In March 2016, the five-member Workgroup that led the 2011 effort was reconvened to discuss and agree to the scope and scale of the five-year assessment effort. This included five individuals representing all of the state/provincial spill prevention, preparedness, and response programs in the CANUSPAC and CANUSDIX regions: WA Department of Ecology, BC Environmental Emergency Program, and AK Department of Environmental Conservation, as well as two oil spill response organizations – SEAPRO (Alaska) and Western Canada Marine Response Corporation (WCMRC). See Appendix A. Workgroup members.

The Workgroup met eight times between March 2016 and March 2017.

At its initial meeting, the Workgroup agreed to the scope and scale of the effort. They also agreed to address the following:

- Summary and analysis of status of 115 recommendations
- Acknowledgement of accomplishments, including capturing and recognizing new efforts not included in 2011 report
- Recognition of significant changes in the risk picture since 2011 (e.g. oil by rail, etc.)
- Prioritization of remaining, non-implemented recommendations

The Workgroup further agreed that the report would not carry out the following:

- Update information from 2011 Transboundary Report, including but not limited to:
 - data
 - tables
 - maps and other information
 - topic papers
- Conduct an in-depth analysis of changes in the risk picture since 2011

During the spring of 2016, Workgroup members reached out to all of the original members of the five committees that had been convened during 2011. This outreach effort was designed to let people know that the assessment was underway.

The Workgroup agreed an online survey instrument was the most efficient way to assess the status of over 115 recommendations and 78 individual entities. Two surveys³ containing five questions were developed and distributed between September 21 and October 6, 2016, to the 78 implementing entities identified in the 2011 Transboundary Report. Most implementing entities received customized cover letters with background/context information and detailed instructions.

³ One survey requested input directly to a Google Docs database regarding the status of recommendations from the 2011 Transboundary Report; the second survey, using Survey Monkey, requested input on current and future conditions affecting the relevancy of the 2011 Transboundary Report recommendations, etc.

Implementing entities (see Appendix D) were asked to respond to five questions, including the status of recommendations relevant to their entity; significant changes undertaken at their entity regarding spill preparedness; recommendations for the Task Force; and future relevant plans. For a complete list of survey questions see Appendix E.

The initial deadline of October 31, 2016, was extended until January 1, 2017, at the request of numerous implementers. Late November 2016, in response to a low to moderate response rate, Workgroup members made individual calls to many of the entities that had not yet responded.

In early January 2017, information was compiled in a Google Docs database, as well as in Survey Monkey, and the information was analyzed and summarized in January and February 2017.

The first draft of the report was completed in February 2017. During the process, 21 recommendations were discovered that had not been included in the survey. The Workgroup agreed to extend the survey period to provide entities responsible for implementing the 21 “missing” recommendations an opportunity to submit input. In addition, the Workgroup agreed to provide non-responding entities one final chance to submit input.

The draft report was sent to these two audiences (new and non-responding entities) on May 2, 2017. They were given two weeks to respond and numerous entities provided information during this period. This input was incorporated into a Final Draft, which was completed and distributed to the Workgroup for review on June 16, 2017. Once this input was incorporated, members of the Task Force Executive Coordinator Team and Task Force Coordinating Committee had an opportunity to provide input, and the report was finalized in early September, 2017.

Section IV: Results

Status of Recommendations - Overall

Forty five percent of recommendations contained in the 2011 Transboundary Report have either been completed or are in progress. Eleven percent have not yet been started, and no information was provided for 30% of the recommendations.

See Table 1 and Figure 1 for an overall picture of the status of the 239 recommendations from the 2011 Transboundary Report.

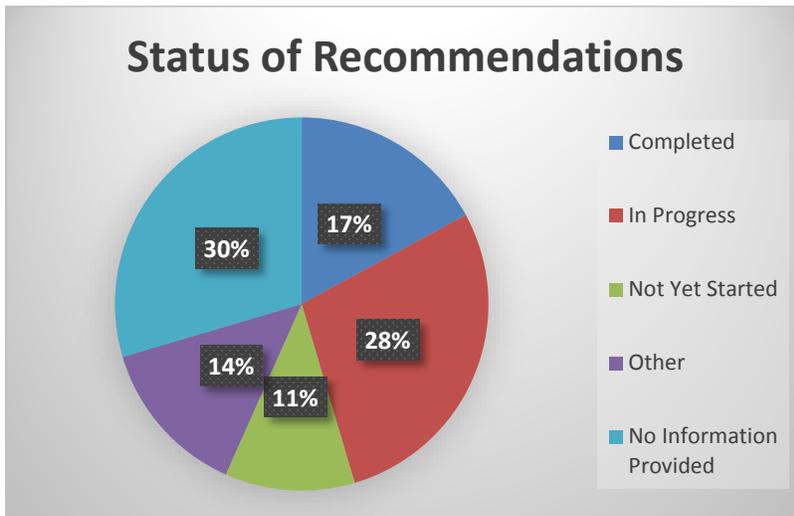
Table 1. Status of 2011 Transboundary Report Recommendations

Status	#
Completed	41
In Progress	67
Not Yet Started	27
No Longer Relevant	0
Other ⁴	33
No Information	71
TOTAL	239⁵

⁴ “Other” was included as a category to capture responses that did not fit into the five main categories (Completed, In Progress, Not Yet Started, No Longer Relevant, No Information)

⁵ Numerous recommendations were applicable to more than one entity so the total noted here (239) is higher than the total number of actual recommendations (115).

Figure 1. Comparison of Status of Recommendations



See Appendix B for the complete list of recommendations, implementing entity, and status of each recommendation.

Status of Recommendations Per Category

Completed

Forty-one recommendations were reported as completed, which represents 30% of all recommendations. See Table 2 for the list of completed recommendations.

Table 2. Completed Recommendations

Topic Paper	Rec #	Recommendation	Implementing Entity
COMMAND			
Initial Notifications and Activation of the Joint Contingency Plan	8	Both the CANUSDIX and CANUSPAC JRTs should consider drilling the notification procedures for each of the various scenarios provided for in their annex as well as notifications to other agencies and organizations involved in any drill, documenting all lessons learned and recommending improvements to the annexes as warranted.	CANUSPAC TEP
Initial Notifications and Activation of the Joint Contingency Plan	9	Updated contact information for spill notifications should be maintained regularly in both the CANUSDIX and CANUSPAC annexes.	USCG
Integrating State, Provincial, Local Government, Landowner and Tribal Interests into U.S. and Canadian Command Posts	10	The CANUSPAC and CANUSDIX JRTs - as well as potential RPs and their ROs - should consider exercising the integration of state/provincial/tribal/aboriginal/local government/landowner and other stakeholder interests into Command Centers during their drills.	CANUSPAC TEP
Integrating State, Provincial, Local Government, Landowner and Tribal Interests into U.S. and Canadian Command Posts	11	The use of liaison officers to represent stakeholder interests in both command posts should be specified in both the CANUSDIX and CANUSPAC annexes in order to indicate that additional liaison officers are needed beyond those representing the two Command Centers.	CANUSPAC JRT
Transboundary Coordination for an Orphan Spill	17.a.	The U.S. and Canadian Coast Guards should clarify protocols facilitating the rapid movement of on-water respondign resources from the "source nation" across the border into an adjacent nation to pursue an orphan spill, since the initial repsonding nation is most likely to have resources already on-scene. If on-scene response resources are allowed to cross the border as needed to maintain an aggressive response at the "epicenter" of the spilled oil, more oil would be recovered before it comes ashore on either side of the border.	CCG
LOGISTICS			
Pre-identification of Command Center locations	24	The NWAC should continue its efforts to review, verify, and update Geographic Response Plans (GRPs) in the Transboundary area with special emphasis on the pre-identification of Incident Command Posts. Specific Transboundary GRPs that need to be reviewed, verified, and updated include the North Puget Sound/San Juan Islands GRP, Strait of Juan de Fuca GRP, North Central Puget Sound GRP, Admiralty Inlet GRP, and Outer Coast GRP.	NWAC
Pre-identification of Command Center locations	26	WCMRC should consider verifying Incident Command Post (ICP) locations in British Columbia on an annual basis and updating ICP information in the eight reference and resource information plans of the Western Canada Marine Response Corporation plan, as necessary. WCMRC should continue to work with local governments and industry to identify ICP locations which could be used in remote areas during a Transboundary response.	WCMRC
Vessel to Vessel to Aircraft Communications	30	The U.S. and Canadian Coast Guards should consider collaborating with the Alaska, Washington and British Columbia emergency response and resource agencies and OSROs to map Transboundary areas where radio, satellite and cell phone communications are not available (black holes), or conversely, are available. This map should be reviewed and updated as needed or at least every five years. For the identified "black holes", these "communication teams" should recommend solutions such as placement of permanent radio repeaters, or identification of locations where portable repeaters would function, or the use of satellite phones.	USCG
	31	Response agencies and organizations should continue to evaluate and test their communications equipment through exercises such as CANUSPAC and CANUSDIX.	CCG NRC WCMRC SEAPRO

Table 2. Completed Recommendations, continued

OPERATIONS			
Mutual Aid Plans, Agreements and Arrangements	38	The WCMRC should continue day-to-day cross-border exercise opportunities with the SE Alaska Petroleum Resource Organization on British Columbia's Alaska border and with the Marine Spill Response Corporation and the Washington State Maritime Cooperative on British Columbia's Washington border.	SEAPRO
	39	The Association of Petroleum Industry Coop Managers (APICOM) should review their Mutual Aid agreement in order to identify and address any challenges regarding mutual aid issues for the U.S./Canadian transboundary areas.	WCMRC SEAPRO
Responder Immunity and Worker Liability Issues	40	Considering the potential for a transboundary spill to originate from an oil handling facility, TC should correct the omission in the CSA 2001 relating to responder immunity for spills from Oil Handling Facilities as soon as possible.	TC
	41	TC and the CCG should develop protocols which allow USG approved response organizations to benefit from Canadian responder immunity provisions through mutual aid agreements with Canadian Response Organizations.	CCG TC
Standards for Response Personnel Safety Training and PPE	44	All site-specific safety plans for transboundary operations should continue to be drafted and reviewed by safety and/or industrial hygiene professionals familiar with applicable Canadian standards, U.S. standards and the individual policies of response organizations involved in order to ensure that all responders are afforded adequate protection.	NRC
			WCMRC
			SEAPRO
	45	As part of routine operations, exercises and drills, it is recommended that differences in OELs, procedures, and PPE requirements that potentially inhibit transboundary response continue to be shared by response organizations and agencies as or if they are discovered. If any of the issues can be addressed by conforming to a mutually agreed upon "best practice" that meets the more stringent requirements, it is recommended that written templates be created and distributed to the response community. Incorporation of these practices into routine field training and exercises will promote familiarization with issues. The response organizations' and agencies' safety officers should facilitate this process.	USCG
52	Response organizations and agencies operating in the transboundary areas should determine whether their personnel have adequate insurance coverage to operate outside the "normal operating area," and what, if any, time limits apply to their operations across the border. They should also ensure that all workers have baseline medical records available.	CCG MSRC NRC USCG	
Transboundary Traffic Control (vessels, aircraft, behicles) during response	53	Response organizations should continue to maintain lists of communications systems (radios, satellite phones, etc) available for response operations in the transboundary areas which they serve.	NRC
			WCMRC
			SEAPRO
	54	Response organizations and contractors covering the transboundary areas are encouraged to equip their dedicated spill response vessels with AIS systems for tracking purposes; they should also investigate the availability of portable GPS tracking devices.	MSRC
55	Vessels of opportunity used in a transboundary spill response should continue to work in Task Force Groups, with the lead vessels provided with AIS or GPS transponders for tracking purposes.	WCMRC	
56	The U.S. and Canadian Coast Guards should determine what role, if any, is defined for vessel traffic control systems (VTS) and during a pollution response. They should also compare the areas of responsibility for each VTS in order to identify any gaps in radar coverage.	CCG USCG	

Table 2. Completed Recommendations, continued

PLANNING			
Places of Refuge Decision-making in a Transboundary Response	79	U.S. and Canadian federal agencies should consider initial and continued consultation with Federally recognized tribes and First Nations on POR and PPOR documents developed to date for use in the CANUSDIX and CANUSPAC transboundary areas.	USCG
Response Capabilities in Transboundary Areas (Equipment, Personnel, and Plans)	80	The U.S. and Canadian Coast Guards should work with their Vessel Traffic Services, the British Columbia Chamber of Shipping and the Alaska and Puget Sound Marine Exchanges to periodically assess vessel traffic patterns and volumes in the CANUSPAC and CANUSDIX areas and determine whether there have been any significant changes in the risk levels for vessel incidents that could lead to oil spills in these areas. These periodic reports should be made available to state, provincial, and other federal agencies as well as to members of the JRTs so that the information may be utilized in contingency planning for the transboundary areas and to promote better targeting of prevention efforts.	USCG
Waste Management for Transboundary Areas	92	With regard to the movement of oily wastes across borders, the CANUSPAC and CANUSDIX JRTs should ensure participation of the Canadian and U.S. Border security agencies at the ICP level during transboundary tabletop exercises.	CANUSPAC TEP
Wildlife Response Capabilities in Transboundary Area	94	The CANUSPAC JRT should charter a workgroup to develop <i>CANUSPAC Wildlife Response Guidelines</i> . The key elements of the <i>CANUSDIX Wildlife Response Guidelines</i> should serve as a template to develop similar guidelines for the Washington/British Columbia border. Membership of the workgroup should include appropriate trustees and regulatory agencies, key stakeholders, wildlife rescue/rehabilitation professionals, Federally-recognized tribes and First Nations, and representatives of key response agencies (e.g., the Canadian and U.S. Coast Guards, a Washington State SOSOC and their counterpart from British Columbia, and likely representatives of potential RPs such as QIs, IMTs, or OSROs). Once adopted, the guidelines should be tested during regular CANUSPAC exercises and updated as needed based on lessons learned from exercises or actual incidents.	CANUSPAC JRT
	96	Transport Canada should amend the Canada Shipping Act to include Response Organization requirements to develop the capability to address oiled wildlife during a spill response.	TC

In Progress

Sixty-seven recommendations were reported to be in progress, which represents 28% of all recommendations. See recommendation still in progress listed in Table 3.

Table 3. Recommendations in Progress

Topic Paper	Rec #	Recommendation	Implementing Entity
COMMAND			
Coordination of Canadian/U.S. Response Structures and Command Posts	2	The CANUSPAC and CANUSDIX JRTs should consider establishing a joint working group to review all coordination issues related to separate command posts (including review of the work done by the CANUSLANT JRT) and should consider adopting consistent policies for both annex areas, since having one standard in the region would enhance planning and promote more efficient use of resources.	CANUSPAC JRT
	3	Regardless of which Incident Management System is in place, there are a number of roles and responsibilities that are consistent on both sides of the border. The following role linkages should be considered, discussed and formalized by the working group recommended above, if deemed appropriate. The two Command Centers and the Incident Commanders or On-Scene Coordinators should coordinate their planning processes and schedules as well as their response activities to the extent that it improves the response. For full recommendation see 2011 Transboundary Report.	CANUSPAC JRT
	4	The CANUSPAC and CANUSDIX JRTs should consider establishing a Joint Working Group on Forms and Documentation Procedures. This Working Group should survey the British Columbia Provincial response agencies, Environment Canada, Transport Canada, Washington and Alaska state response agencies, the two U.S. Regional Response Teams, response organizations, and others participating in transboundary exercises to determine whether any conflicts have been noted with the use of RMS and ICS forms and what solutions were developed, if any. For full recommendation see 2011 Transboundary Report.	CANUSPAC JRT
Initial Notifications and Activation of the Joint Contingency Plan	9	Updated contact information for spill notifications should be maintained regularly in both the CANUSDIX and CANUSPAC annexes.	CCG
			WA ECY
Natural Resource Damage Assessments	14	NOAA, U.S. Fish and Wildlife, Environment Canada, and other state, provincial, and federal trustee agencies in the transboundary areas should consider developing a U.S./Canadian Natural Resource Damage Assessment and Restoration (NRDAR) planning group, or expand existing groups to include Canadian government and industry counterparts (including Environment Canada and the British Columbia Ministry of Environment) in order to be better prepared for an incident that could impact natural resources in the transboundary areas. For full recommendation see 2011 Transboundary Report.	NOAA
FINANCE			
Claims, Cost Recovery, Financial Reciprocity & Finance Section Coordination	21	To help resolve cost-recovery issues in both the U.S. and Canada, key state, provincial and federal agencies – as well as industry - should endeavor to improve agreement on required response actions. Government agencies' advice and directions to the RP should be based on agency authorities and responsibilities, best professional judgment and expert scientific opinion in consideration of the RP's legal obligations.	AK DEC
			BC ENV
			CCG
			USCG
Response Funding Regimes	21.a.	The states of Washington and Alaska should evaluate the adequacy of their dedicated pollution response accounts with respect to heightened public response expectations and sustaining prolonged response actions resulting from a major spill.	AK DEC
	21.b.	The province of British Columbia should explore the establishment of a provincial spill response fund to ensure that potential delays in the provincial response do not result from a lack of immediately available funds. The province should examine existing funding models for the establishment of a response fund including those in Washington, Alaska and other jurisdictions to ensure that the associated costs are based on the polluter-pays principle.	BC ENV
INTRO			
N/A	22	The Pacific States/British Columbia Oil Spill Task Force should reconvene the Transboundary Project Workgroup in five years (i.e., 2016) to review the status of implementation of the Recommendations in this Report.	BC/States TF

Table 3. Recommendations in Progress, continued

LOGISTICS			
Procedures for Moving People and Equipment across Borders for Emergency Situations	27	The existing customs procedures for emergency response personnel and equipment entering either the U.S. or Canada are adequate and should be tested regularly during both OSRO and CANUSDIX and CANUSPAC Annex exercises so that border agency and response personnel are familiar with them.	CANUSPAC TEP
Vessel to Vessel to Aircraft Communications	31	Response agencies and organizations should continue to evaluate and test their communications equipment through exercises such as CANUSPAC and CANUSDIX.	MSRC
			WA ECY
OPERATIONS			
Coordination of Operations Documentation	32	The U.S. and Canadian Coast Guards should add protocols to the CANUSPAC and CANUSDIX Annexes covering the coordination of Incident Action Plan development and documentation between the U.S. and Canadian command posts. This documentation should include information collected at the end of each operational period from division/group supervisors regarding actions and events that occurred during the day, shift, or operational period.	CCG
			USCG
	33	Responders, vessel masters, division and group supervisors, should maintain and submit a 214 form (or the RMS equivalent) with specific action items recorded. Examples: failure, success, issues, safety incidents, major decisions, etc. This can be tested during future deployment exercises.	NRC
			WCMRC
Equipment Compatibility	36	WCMRC, SEAPRO, MSRC, WSMC and other response contractors operating in the CANUSDIX and CANUSPAC transboundary areas should continue to identify and solve equipment compatibility issues. Specifically, they should: <ul style="list-style-type: none"> • Continue to stock adaptors that allow connections to be made for different size and types of boom; • Continue to exercise and train together to identify any potential compatibility issues; and • Continue to order equipment with common equipment specifications to ensure equipment compatibility. 	WCMRC
			SEAPRO
Mutual Aid Plans, Agreements and Arrangements	37	The Pacific States/British Columbia Oil Spill Task Force members in Alaska, Washington and British Columbia should exercise their 1993 and 1996 Mutual Aid Agreements as part of the annual transboundary exercises. Such tests should be part of exercise templates and plans, with defined objectives for each exercise. It is particularly recommended that they exercise their 1996 Agreement with regard to establishing conditions whereby contingency plan holders would be allowed to meet temporarily reduced planning standards in order to facilitate the movement of contracted response equipment for mutual aid.	WA ECY
	38	The Western Canada Marine Response Corporation should continue day-to-day cross-border exercise opportunities with the SE Alaska Petroleum Resource Organization on British Columbia's Alaska border and with the Marine Spill Response Corporation and the Washington State Maritime Cooperative on British Columbia's Washington border.	WCMRC
Standards for Response Personnel Safety Training and PPE	45	As part of routine operations, exercises and drills, it is recommended that differences in OELs, procedures, and PPE requirements that potentially inhibit transboundary response continue to be shared by response organizations and agencies as or if they are discovered. If any of the issues can be addressed by conforming to a mutually agreed upon "best practice" that meets the more stringent requirements, it is recommended that written templates be created and distributed to the response community. Incorporation of these practices into routine field training and exercises will promote familiarization with issues. The response organizations' and agencies' safety officers should facilitate this process.	CCG
			MSRC
			NRC
			WCMRC
			SEAPRO
	46	Canadian and U.S. responders should continue training to the appropriate standard if they are likely to respond in foreign waters per mutual aid agreements.	SEAPRO
52	Response organizations and agencies operating in the transboundary areas should determine whether their personnel have adequate insurance coverage to operate outside the "normal operating area," and what, if any, time limits apply to their operations across the border. They should also ensure that all workers have baseline medical records available.	BC ENV	
		AK DEC	
		WCMRC	
		SEAPRO	
Transboundary Traffic Control (vessels, aircraft, vehicles) during response	53	Response organizations should continue to maintain lists of communications systems (radios, satellite phones, etc) available for response operations in the transboundary areas which they serve.	MSRC
	54	Response organizations and contractors covering the transboundary areas are encouraged to equip their dedicated spill response vessels with AIS systems for tracking purposes; they should also investigate the availability of portable GPS tracking devices.	WCMRC
Utilization of Fishermen for oil recovery	58	MSRC and WCMRC should continue to work with their appropriate governing agencies to clarify whether moving NRV and FOSET resources across the border for a transboundary spill response would be subject to the same issues as other response organization resources, including: <ul style="list-style-type: none"> • Ensuring that fishing vessel crews are trained to meet applicable safety training and legal requirements of state, provincial and federal laws; • Ensuring that fishing vessel crews are covered by both U.S. and Canadian responder immunity provisions; and • Clearing equipment and personnel through customs and immigration services. 	NRC
			WCMRC

Table 3. Recommendations in Progress, continued

PLANNING			
Dispersant and Insitu Burning Decision-Making	64	Federally-recognized tribes and First Nations in the CANUSPAC and CANUSDIX areas should develop guidelines for providing joint incident-specific recommendations to their respective USCG and CCG incident command posts for dispersant use and in-situ burning decision-making.	PGST
Membership of the CANUSPAC and CANUSDIX JRTs	72	Names, titles and contact info for JRT members should be reviewed and updated annually.	CANUSPAC JRT
Places of Refuge Decision-making in a Transboundary Response	75	Federally-recognized tribes and First Nations representatives in the CANUSDIX and CANUSPAC transboundary areas should consider developing guidelines for providing joint incident-specific recommendations to their respective USCG and TC-M/CCG incident command systems for Places of Refuge decision-making.	PGST
	76	Where not already done, U.S. federal and state agencies, Federally-recognized tribes, and stakeholders in Alaska and Washington should consider pre-identifying Potential Place of Refuge (PPOR) locations in their respective transboundary area which could be considered (among other locations as appropriate) on an incident-specific basis during POR decision-making.	CANUSPAC JRT
	77	Where not already done, U.S. federal and state agencies, Federally-recognized tribes and stakeholders in Alaska and Washington should consider pre-identifying Potential Place of Refuge (PPOR) locations in their respective transboundary areas, which could be considered (among other locations as appropriate) on an incident-specific basis during POR decision-making.	AK DEC
			PGST
			USCG
	78	Canadian Federal and provincial agencies, First Nations, and stakeholders in British Columbia should consider identifying Potential Places of Refuge in their transboundary areas that could be considered (among other locations as appropriate) on an incident-specific basis during POR decision-making.	BC ENV PGST TC
79	U.S. and Canadian Federal agencies should consider initial and continued consultation with Federally-recognized tribes and First Nations on POR and PPOR documents developed to date for use in the CANUSDIX and CANUSPAC transboundary areas.	TC	
Response Capabilities in Transboundary Areas (Equipment, Personnel, and Plans)	81	When implementing the Congressional mandate in Section 711 of the U.S. Coast Guard Authorization Act of 2011 regarding a comparability analysis for the CANUSPAC area, specifically the comparison of oil spill response planning requirements, the USCG should consider expanding that analysis to include quantification of available response equipment on both sides of the transboundary area.	USCG
Role of First Nations and Federally-recognized Tribes in Transboundary Oil Spill Planning and Response	82	The Canadian and U.S. Coast Guards should consider identifying representatives of Federally-recognized tribes and First Nations who could be impacted if a transboundary spill occurred in the CANUSDIX or CANUSPAC areas. Once identified, the following steps should be considered: <ul style="list-style-type: none"> • 24/7 contact information should be maintained; • Their concerns should be identified and incorporated into transboundary planning; • They should be trained on how they would work within the response structure and how the flow of response-related information and input would take place; and • They should be notified of any spills as well as any significant threat of a spill in their areas of concern, following the activation of either the CANUSDIX or the CANUSPAC Annex. 	CCG
			USCG
	83	The USCG and CCG should continue inviting representatives of Federally-recognized tribes and First Nations to participate in CANUSDIX and CANUSPAC-related planning activities, exercises and evaluations.	CCG USCG
	84	British Columbia response agencies should develop a policy defining protocols to expedite notifications to First Nations of any spills that could impact them. The agreement should include contact information for regional First Nations (including transboundary First Nations), should determine that potentially impacted First Nations be notified immediately and should determine who is responsible for making the notifications.	BC ENV
	85	The U.S. and Canadian Coast Guards as well as appropriate state and provincial agencies should work with Federally-recognized Tribes or First Nations to clarify what funding mechanisms are available to support their participation in Transboundary spill planning and exercises.	BC ENV
	86	The U.S. and Canadian Coast Guards as well as appropriate state and provincial agencies should work with Federally-recognized Tribes or First Nations to clarify what funding mechanisms are available to support their participation in Transboundary spill planning and exercises.	WA ECY
	87	The U.S. and Canadian Coast Guards as well as appropriate state and provincial agencies should work with Federally recognized Tribes or First Nations to clarify their access to response cost recovery through the U.S. Oil Pollution Act of 1990 or Canada's Ship Source Oil Pollution Fund.	AK DEC BC ENV CCG WA ECY
			WA ECY
Waste Management for Transboundary Areas	89	The CANUSDIX Waste Management Working Group should continue to refine the BC-Alaska Waste Management Plan template.	BC ENV
	93	It is recommended that the State and Provincial agencies be responsible for working with the Coast Guards on incorporating waste management into the CANUSDIX and CANUSPAC exercises.	AK DEC

Other

Thirty-three recommendations were reported as “other”, which represents 14% of all recommendations. See list of “other” recommendations Table 4.

Table 4. “Other” Recommendations

Topic Paper	Rec #	Recommendation	Implementing Entity
COMMAND			
Access and Coordination for Investigations and Law Enforcement	1	The U.S. Coast Guard and Transport Canada should consider whether the coordination of U.S. and Canadian authorities to investigate oil spill incidents should be addressed in the Joint Contingency Plan and whether specific investigation protocols are needed in the transboundary geographic annexes.	USG
Initial Notifications and Activation of the Joint Contingency Plan	9	Updated contact information for spill notifications should be maintained regularly in both the CANUSDIX and CANUSPAC annexes.	AK DEC
FINANCE			
Claims, Cost Recovery, Financial Reciprocity & Finance Section Coordination	19	If an RO is working for and being paid by a lead RO, both ROs should consider working together in all sections – including Finance – at both Command Centers, as the work assignments issued pursuant to the daily Incident Action Plans may involve a mix of RO personnel/equipment.	WCMRC
LOGISTICS			
Pre-identification of Command Center locations	23	The RRT/NWAC should consider verifying Incident Command Post (ICP) locations in Washington State near the Transboundary area on an annual basis and updating ICP information in the Northwest Area Contingency Plan (NWACP) as appropriate. The RRT/NWAC Logistics Workgroup should consider working with local governments and industry to identify ICP locations which could be used in remote areas during a Transboundary response.	NWAC
Pre-identification of Command Center locations	26	Western Canada Marine Response Corporation (WCMRC) should consider verifying Incident Command Post (ICP) locations in British Columbia on an annual basis and updating ICP information in the eight reference and resource information plans of the Western Canada Marine Response Corporation plan, as necessary. WCMRC should continue to work with local governments and industry to identify ICP locations which could be used in remote areas during a Transboundary response.	NRC
			SEAPRO
Vessel to Vessel to Aircraft Communications	30	The U.S. and Canadian Coast Guards should consider collaborating with the Alaska, Washington and British Columbia emergency response and resource agencies and OSROs to map Transboundary areas where radio, satellite and cell phone communications are not available (black holes), or conversely, are available. This map should be reviewed and updated as needed or at least every five years. For the identified “black holes”, these “communication teams” should recommend solutions such as placement of permanent radio repeaters, or identification of locations where portable repeaters would function, or the use of satellite phones.	CCG
	31	Response agencies and organizations should continue to evaluate and test their communications equipment through exercises such as CANUSPAC and CANUSDIX.	CANUSPAC & CANUSDIX TEPs USCG

Table 4. "Other" Recommendation, continued

OPERATIONS			
Mutual Aid Plans, Agreements and Arrangements	37	The Pacific States/British Columbia Oil Spill Task Force members in AK, WA and BC should exercise their 1993 and 1996 Mutual Aid Agreements as part of the annual transboundary exercises. Such tests should be part of exercise templates and plans, with defined objectives for each exercise. It is particularly recommended that they exercise their 1996 Agreement with regard to establishing conditions whereby contingency plan holders would be allowed to meet temporarily reduced planning standards in order to facilitate the movement of contracted response equipment for mutual aid.	AK DEC
	38	The Western Canada Marine Response Corporation should continue day-to-day cross-border exercise opportunities with the SE Alaska Petroleum Resource Organization on British Columbia's Alaska border and with the Marine Spill Response Corporation and the Washington State Maritime Cooperative on British Columbia's Washington border.	MSRC
	39	The Association of Petroleum Industry Coop Managers (APICOM) should review their Mutual Aid agreement in order to identify and address any challenges regarding mutual aid issues for the U.S./Canadian transboundary areas.	MSRC
Responder Immunity and Worker Liability Issues	42	WCMRC's mutual aid partners in the U.S. should apply to Transport Canada as soon as possible for approved responder status.	MSRC
			NRC
			WCMRC
Standards for Response Personnel Safety Training and PPE standards	44	All site-specific safety plans for transboundary operations should continue to be drafted and reviewed by safety and/or industrial hygiene professionals familiar with applicable Canadian standards, U.S. standards and the individual policies of response organizations involved in order to ensure that all responders are afforded adequate protection.	MSRC
	46	Canadian and U.S. responders should continue training to the appropriate standard if they are likely to respond in foreign waters per mutual aid agreements.	MSRC
			NRC
	51	To address differences in medical surveillance requirements, Canadian responders should not be assigned tasks on a U.S. response incident in which they would or potentially could be exposed to hazardous substances or health hazards above permissible or published exposure limits. Tasks requiring respiratory protection fall into this category.	WCMRC
SEAPRO			
Transboundary Traffic Control (vessels, aircraft, vehicles) during response	52	Response organizations and agencies operating in the transboundary areas should determine whether their personnel have adequate insurance coverage to operate outside the "normal operating area," and what, if any, time limits apply to their operations across the border. They should also ensure that all workers have baseline medical records available.	WA ECY
	55	Vessels of opportunity used in a transboundary spill response should continue to work in Task Force Groups, with the lead vessels provided with AIS or GPS transponders for tracking purposes.	MSRC
Utilization of Fishermen for Oil Recovery	57	The U.S. Coast Guard and Transport Canada should undertake a coordinated review of air traffic control coverage, capabilities (including traffic control for low altitude aircraft) and coordination protocols for both transboundary areas. As part of this review, they should determine whether air traffic control capabilities exist in remote areas of the transboundary regions, including identification of available resources and permits needed for access.	USCG
			58
PLANNING			
Dispersant and Insitu Burning Decision-Making	61	The U.S. Region 10 RRT should consider incorporating procedures into the <i>Northwest Area Contingency Plan</i> In-situ Burn Policy for consulting with the CANUSPAC JRT or Canadian Government if use of in-situ burning close to Canadian waters is considered.	NWAC
Places of Refuge Decision-making in a Transboundary Response	77	Where not already done, U.S. federal and state agencies, Federally-recognized tribes, and stakeholders in Alaska and Washington should consider pre-identifying Potential Place of Refuge (PPOR) locations in their respective transboundary areas, which could be considered (among other locations as appropriate) on an incident-specific basis during POR decision-making.	WA ECY
Role of First Nations and Federally-recognized Tribes in Transboundary Oil Spill Planning and Response	85	The U.S. and Canadian Coast Guards as well as appropriate state and provincial agencies should work with Federally-recognized Tribes or First Nations to clarify what funding mechanisms are available to support their participation in Transboundary spill planning and exercises.	AK DEC
	87	The U.S. and Canadian Coast Guards as well as appropriate state and provincial agencies should work with Federally-recognized Tribes or First Nations to clarify their access to response cost recovery through the U.S. Oil Pollution Act of 1990 or Canada's Ship Source Oil Pollution Fund.	USCG

Not Yet Started

Twenty-seven recommendations were reported as not yet started, which represents 11% of all recommendations. See complete list of recommendations that are not yet started in Table 5.

Table 5. Not Yet Started

Topic Paper	Rec #	Recommendation	Implementing Entity
COMMAND			
Access and Coordination for Investigations and Law Enforcement	1	The U.S. Coast Guard and Transport Canada should consider whether the coordination of U.S. and Canadian authorities to investigate oil spill incidents should be addressed in the Joint Contingency Plan and whether specific investigation protocols are needed in the transboundary geographic annexes.	TC
Natural Resource Damage Assessments	14	NOAA, U.S. Fish and Wildlife, Environment Canada, and other state, provincial, and federal trustee agencies in the transboundary areas should consider developing a U.S./Canadian Natural Resource Damage Assessment and Restoration (NRDAR) planning group, or expand existing groups to include Canadian government and industry counterparts (including Environment Canada and the British Columbia Ministry of Environment) in order to be better prepared for an incident that could impact natural resources in the transboundary areas. This group should consider: <ul style="list-style-type: none"> • establishing and maintaining a network of potential players in the U.S. and Canada, as well as industry representatives, to ensure that natural resource damage assessment coordination during and after spills occurs as efficiently and quickly as possible (see the list of potential government agencies as listed in the paper above). For full recommendation see 2011 Transboundary Report. 	ECCC
FINANCE			
Claims, Cost Recovery, Financial Reciprocity & Finance Section Coordination	21	To help resolve cost-recovery issues in both the U.S. and Canada, key state, provincial and federal agencies – as well as industry - should endeavor to improve agreement on required response actions. Government agencies' advice and directions to the RP should be based on agency authorities and responsibilities, best professional judgment and expert scientific opinion in consideration of the RP's legal obligations.	WA ECY
LOGISTICS			
Response Software	29	The Pacific States/British Columbia Oil Spill Task Force should consider chartering a Transboundary Software Committee of representatives from Alaska DEC, the British Columbia Ministry of Environment, the Washington Department of Ecology, the U.S. and Canadian Coast Guards and other federal representatives as appropriate to: <ul style="list-style-type: none"> • Survey governmental agencies (at all levels), contractors, and the regulated community in the transboundary areas to determine what response software they use and document any compatibility issues; • Report the survey results to every agency or organization which could play a part in a transboundary response. For full recommendation see 2011 Transboundary Report. 	BC/States TF
Vessel to Vessel to Aircraft Communications	31	Response agencies and organizations should continue to evaluate and test their communications equipment through exercises such as CANUSPAC and CANUSDIX.	AK DEC BC ENV

Table 5. Not Yet Started, continued

OPERATIONS			
Coordination of Operations Documentation	33	Responders, vessel masters, division and group supervisors, should maintain and submit a 214 form (or the RMS equivalent) with specific action items recorded. Examples: failure, success, issues, safety incidents, major decisions, etc. This can be tested during future deployment exercises.	MSRC
Equipment Compatibility	36	WCMRC, SEAPRO, MSRC, WSMC and other response contractors operating in the CANUSDIX and CANUSPAC transboundary areas should continue to identify and solve equipment compatibility issues. Specifically, they should: <ul style="list-style-type: none"> Continue to stock adaptors that allow connections to be made for different size and types of boom. For full recommendation see 2011 Transboundary Report. 	MSRC
Mutual Aid Plans, Agreements and Arrangements	37	The Pacific States/British Columbia Oil Spill Task Force members in Alaska, Washington and British Columbia should exercise their 1993 and 1996 Mutual Aid Agreements as part of the annual transboundary exercises. Such tests should be part of exercise templates and plans, with defined objectives for each exercise. It is particularly recommended that they exercise their 1996 Agreement with regard to establishing conditions whereby contingency plan holders would be allowed to meet temporarily reduced planning standards in order to facilitate the movement of contracted response equipment for mutual aid.	BC ENV
Standards for Response Personnel Safety Training and PPE	45	As part of routine operations, exercises and drills, it is recommended that differences in OELs, procedures, and PPE requirements that potentially inhibit transboundary response continue to be shared by response organizations and agencies as or if they are discovered. If any of the issues can be addressed by conforming to a mutually agreed upon "best practice" that meets the more stringent requirements, it is recommended that written templates be created and distributed to the response community. Incorporation of these practices into routine field training and exercises will promote familiarization with issues. The response organizations' and agencies' safety officers should facilitate this process.	AK DEC
			BC ENV
			WA ECY
Transboundary Traffic Control (vessels, aircraft, behicles) during response	55	Vessels of opportunity used in a transboundary spill response should continue to work in Task Force Groups, with the lead vessels provided with AIS or GPS transponders for tracking purposes.	SEAPRO
	57	The U.S. Coast Guard and Transport Canada should undertake a coordinated review of air traffic control coverage, capabilities (including traffic control for low altitude aircraft) and coordination protocols for both transboundary areas. As part of this review, they should determine whether air traffic control capabilities exist in remote areas of the transboundary regions, including identification of available resources and permits needed for access.	TC
PLANNING			
Response Capabilities in Transboundary Areas (Equipment, Personnel and Plans)	79.f.	The Canadian Coast Guard should consider establishing and maintaining an equipment inventory system with a link to the WRRL, as well as updating their Pacific Region Marine Spill Contingency Plan.	CCG
	79.h.	The Alaska Department of Environment Conservation, the SE Alaska Petroleum Resource Organization (SEAPRO), and the Canadian Coast Guard should use the Western Response Resource List (WRRL) to list response equipment available in the CANUSDIX area.	AK DEC CCG
Waste Management for Transboundary Areas	88	The CANUSPAC and CANUSDIX Joint Response Teams should each charter a Transboundary Marine/Inland Waste Management working group to address the various planning issues surrounding emergency waste management. The relevant State/Provincial agencies should co-chair the group and membership should include all relevant agency, OSRO and private entities (the latter serving as technical experts) from both Canada and the BC First Nations, Federally-recognized Tribes, local governments, border security agencies, and private industry should be invited to participate in the development of plans, operational checklists, waste collection/disposal options, border protocols, MOUs, etc. Annual meetings of the group could coincide with CANUS Annex activities.	WA ECY
			AK DEC
			BC ENV
	89	The CANUSDIX Waste Management Working Group should continue to refine the BC-Alaska Waste Management Plan template.	AK DEC
	90	The CANUSPAC Waste Management Working Group should consider adapting the BC-Alaska Waste Management Plan template for the U.S.-Washington situation. The template should be vetted with both Canadian and U.S. Customs to ensure feasibility and avoid critical delays of inland and marine waste management operations at security checkpoints. First Nations, Federally-recognized Tribes, local governments, and private stakeholders along the BC-Washington border should be consulted and existing waste management plans incorporated.	BC ENV WA ECY
91	The Waste Management Plans for both transboundary areas should include the following provisions: <ul style="list-style-type: none"> Mutually-agreeable locations (on both sides of the border) for recycling of oily wastes. For full recommendation see 2011 Transboundary Report. 	AK DEC WA ECY	
93	It is recommended that the State and Provincial agencies be responsible for working with the Coast Guards on incorporating waste management into the CANUSDIX and CANUSPAC exercises.	BC ENV WA ECY	

No Information

There are 71 recommendations for which for which no information was provided, which represents 30% of all recommendations. See Appendix C “No Information”.

Significant changes that alter the landscape of planning and response capabilities

Implementing entities were asked to report if there were significant changes since 2011 in their organization’s planning and response activities, or new developments in the risk picture.

Five entities responded *yes* and three responded *no*. Significant changes indicated by the “yes” responses include⁶:

- Environment and Climate Change Canada (ECCC) has changed the way it provides advice to lead agencies and responsible parties for prevention of and response to significant environmental incidents.
- WA Department of Ecology reported the following significant changes:
 - The passage of the 2011 State Oil Spill Program Act (Chapter 122, Laws of 2011) and corresponding implementation of:
 - Vessel of Opportunity System
 - Volunteer Coordination System
 - Added aerial surveillance, best achievable protection, and a five-year review requirement in contingency plans
 - Requirement for large-scale multi-plan exercise every three years
 - State notification requirement for Vessel Emergencies (vessel casualties)
 - Increase in the damage assessment for spills over 1000 gallons
 - Update for Natural Resources Damage Assessment Rule
 - Update for Oil Spill Contingency Plan Requirements
 - Completion of the 2014 Marine and Rail Oil Transportation Study
 - Passage and implementation of the 2015 Oil Transportation Safety Act (Chapter 274, Laws of 2015) that
 - Clarified state definition of “oil” and “crude oil”
 - Added rail to the state defining of facility
 - Requirement for rail to produce oil spill contingency plans
 - Extension of the Oil Spill Prevention Account tax (barrel tax) to crude oil deliveries by rail
 - Requirement for facilities to make advanced notice of oil deliveries by rail
 - Enhancement made to state Geographic Response Plan efforts

⁶ Responses reflect verbatim input from implementing entities

- Financial reporting from rail to determine whether operators have ability to pay for spill response and damages
 - Right of entry for state rail safety inspectors
 - Extension of state rail safety authority to rail grade crossings on private property
 - Requirement that Ecology not release un-aggregated oil transfer data provided under the Advanced Notice of Transfer requirement
 - Establishment of an oil spill and firefighting equipment grant program for first responders
 - Update of the Pipeline Contingency Planning Rule
- BC Ministry of Environment and Climate Change Strategy reported the following:
 - Significant changes pending from BC government's commitment to implementing an enhanced spill regime for both land and marine-based spills. New legislation was passed in spring 2016, that will enable additional regulatory development on spill preparedness, response and recovery.
 - Organizational changes to address the commitment are near completion by the addition of 20 staff in preparedness, response and recovery.
 - Implementation of regulations will be made in a staged approach initiated in fall 2017, over a three-year period.
- Western Canada Marine Response Corporation (WCMRC) reported the following:
 - Significant growth since 2011, including a doubling of staff and increasing overall response capacity (operation staff, support staff and significant equipment upgrades) e.g., equipment: three new skimming vessels, three new current busters, 30+ additional portable skimmers, new response trailers, mini storage barges, etc.
 - Development of a world-leading coastal mapping system that includes coastal sensitivities, response strategies, logistical support data, etc.
- USCG reported the following
 - In D13/RRT10/CANUSPAC AOR, the Northwest Area Contingency (NWAC) Plan has been updated every year through the annual NWAC Plan Summit. The Summit uses Task Forces to focus on areas of emphasis that need evaluation/updating/additions/edits in the plan. Since 2011, there have been numerous Task Forces: 2016 First 96 hour response tool, Air monitoring for Community and Responder Safety, Tribal Engagement, Update Dispersant Tools, Quick Reference Guide – Elected Officials, Quick Reference Guide – Tribal Officials, Emerging Risks, Derelict Vessels, In-Situ Burning Response Tool, Liaison Officer Section, Wildlife Section updates, Endangered Species Act Section 7 Emergency Consultation Check-List/QRC, Joint Information Center Manual, and Geographic Response Plan update/additions. Furthermore, the USCG and EPA are currently doing Endangered Species Act Section 7 Consultation on Federal Actions indicated in the NWAC Plan. Since 2011, the CANUSPAC Annex of the Joint Response plan has been updated twice (2014 & 2016). In addition to

updating points of contact, Border Clearance procedures, and Customs/Immigration Checklists, the latest versions include a comprehensive Wildlife Section and more detailed Liaison Officer duties. In terms of new development in the risk picture: oil by rail, Trans-Mountain Pipeline/Diluted Bitumen project (BC, CAN), coal port expansion projects (CAN, USA) and LNG (ports and vessels/cargo/powering).

- The most recent JCP event specific to CANUSDIX was hosted by D17 in 2011. Maintaining an effective CANUSDIX planning and exercise program requires a significant time investment by experienced planners and responders. Maintaining adequate staff, preserving historical knowledge, and balancing competing priorities and mandates pose challenges.

Recommendations for the Task Force to help advance the planning and response capabilities of various entities

Implementers were asked whether there were actions or activities that the Task Force could undertake to assist with planning and response capabilities. Ten implementers in total responded to this question. Of the 10, seven responded *yes* and three responded *no*.

Highlights of the “yes” responses include:

- (ECCC) Help with implementation of the following two initiatives.
 - Implementation of the Incident Command System (ICS) for a coordinated, efficient and effective response with partners and stakeholders.
 - Help with the Area Response Planning (ARP) Initiative – one of the measures Canadian government is taking to further strengthen marine oil spill preparedness and response. The southern region of BC (Straits of Georgia and Juan de Fuca) is one of four ARP pilot projects where a level of preparedness and response capacity will be established to match the risk level in the region.
- (Unknown responder) Continue to push the two Coast Guards to exercise all facets of a response and strategically plan for a cross border incident. Ensure full engagement of State/Provincial resources along with Response organizations and other government agencies.
- (USCG)
 - With states of Washington and Oregon advanced involvement in the Task Force, activities and actions do influence the NWAC Plan and the CANUPAC Annex.
 - The highest risk for Dixon Entrance, in terms of potential consequences from spills, is from cargo vessels that transit to/from Prince Rupert, BC. These vessels are estimated to carry from 10,000 to 60,000 barrels (bbl) of persistent fuel oil (i.e., IFO-380), with container ships at the top of the range.
 - Industry involvement in preparedness activities is critical since real world events consistently show that the majority of responders come from industry personnel (e.g., both DWH (2010) and Selendang Ayu (2004/5) had ~66% of command post personnel and >85% of field response personnel provided by industry).

Recommend looking for opportunities to engage owner/operators, Qualified Individuals (QIs), Spill Management Teams (SMTs), and/or salvors regarding awareness of response challenges for the Dixon Entrance.

- D17 analyzed ten historic IFO-380 fuel oil spills from cargo vessels. The following generalized observations emerged from the research: eight of the mishaps were groundings - two were collisions, spills were commonly ~20% of the onboard fuel oil volume; lightering of the remaining fuel oil (i.e., ~80%) took >2.5 weeks to complete once started; if the vessel lost power, the lightering took longer due to increased viscosity (i.e., thickness or resistance to flow) of the unheated fuel oil; if on-water spill recovery equipment arrived on-scene prior to beach impacts, recovered volumes were often >50% of the spilled oil volume; and if limited on-water recovery occurred, beach impacts were often >25 miles of shoreline. In addition, shoreline cleanup can involve managing and supporting 200-to-250 personnel. Based on this analysis the following would enhance preparedness for Dixon Entrance:
 - Encourage SMTs/Environment Canada (EC) to conduct trajectory analysis for Dixon Entrance to determine where spills are likely to impact.
 - Encourage Response Organizations (ROs) to provide real-time tracking of vessels and barges of opportunity that could be used to mobilize and sustain on-water recovery operations.
 - Encourage ROs/SMTs/BC MOE to develop a detailed waste management plan for the northern shoreline of Haida Gwaii.
 - Encourage ROs/SMTs to develop sustainment plans for housing personnel at remote spill locations.
 - Encourage QIs/SMTs to develop specialized resource requirements for offloading 80% of fuel oil (e.g., ~50,000 bbl) and cargo (e.g., thousands of containers) from a grounded vessel.
 - Encourage Transport Canada to "certify" SMTs, that currently support these cargo vessels in West Coast States, for response in British Columbia.

Future plans relevant to recommendations

Implementers were asked whether their entity had future plans that would affect the relevancy of the 2011 Transboundary Report's recommendations. Of the 10 responders, six responded *yes* and four responded *no*. Highlights of the "yes" responses include:

- (Unknown Responder) Oil Spill Preparedness and Safety, Protocol at Swiftsure Bank, Moving the Shipping Lanes.
- (WA ECY) Continued implementation of HBs 1186 and 1449. Rule updates as legislatively required or necessary.
- (Unknown Responder) Encourage and assist USCG and Canadian CG in revitalizing the CANUSDIX agreement and exercises.

- (BCMOE) Develop and implement new regulations as a result of enabling legislation passed in 2016, and program enhancements over the next several years.
- (WCMRC) If the proposed southern tanker route is approved in December (Editor's note: it was), WCMRC will again significantly increase its capacity by implementing a Project Execution Plan that includes five new response bases opening between Vancouver and Ucluelet (west coast of Vancouver Island), an additional 115 response personnel, four new skimming vessels, three new boom vessels, eight new landing crafts, two new 5,000 ton barges and additional auxiliary equipment such as off-shore boom, current busters, mini barges, boom skiffs, work boats, etc.
- (USCG) USCG HQ is proposing changes to Alternate Criteria Plans (ACPs), developing CANUS International Coordinating Office (Liaison Officer) and Endangered Species Act Section 7 Consultation guidance. D13's involvement in those initiatives will help advance the Task Force, and the NWAC Plan goals in protecting the environment through prevention, and aggressive preparedness and response posture. Per the JCP, the next CANUSDIX event should be a CCG sponsored exercise in 2017. The scope and focus of this event will largely be dependent on planning capability and other competing work projects.

Section V: Workgroup Recommendations and Next Steps

Based on the 2016 assessment, the following recommendations and next steps are suggested by the Five-Year Review Workgroup.

Highest Priority Recommendations from 2011 that remain un-implemented

Of the 18 recommendations that have not yet been started, the Workgroup considers 10 to be high priorities for implementation in the next two-three years. See Table 6 for a complete list of these 10 priority recommendations.

Table 6. Priority – Not Started

Topic Paper	Rec #	Recommendation	Implementing Entity
FINANCE			
Claims, Cost Recovery, Financial Reciprocity & Finance Section Coordination	21	To help resolve cost-recovery issues in both the U.S. and Canada, key state, provincial and federal agencies – as well as industry - should endeavor to improve agreement on required response actions. Government agencies' advice and directions to the RP should be based on agency authorities and responsibilities, best professional judgment and expert scientific opinion in consideration of the RP's legal obligations.	WA ECY
LOGISTICS			
Response Software	29	The Pacific States/British Columbia Oil Spill Task Force should consider chartering a Transboundary Software Committee of representatives from Alaska DEC, the British Columbia Ministry of Environment, the Washington Department of Ecology, the U.S. and Canadian Coast Guards and other federal representatives as appropriate to: <ul style="list-style-type: none"> • Survey governmental agencies (at all levels), contractors, and the regulated community in the transboundary areas to determine what response software they use and document any compatibility issues; • Report the survey results to every agency or organization which could play a part in a transboundary response; • Consider ways to improve and share response documentation; • Develop recommendations for reviewing and updating information on software systems on a regular basis; and • Develop recommendations for testing software compatibility during Transboundary exercises, including reports identifying gaps and lessons-learned in the testing, with the intent of making recommendations to all agencies involved. 	BC/States TF
Vessel to Vessel to Aircraft Communications	31	Response agencies and organizations should continue to evaluate and test their communications equipment through exercises such as CANUSPAC and CANUSDIX.	AK DEC and BC ENV
OPERATIONS			
Mutual Aid Plans, Agreements and Arrangements	37	The Pacific States/British Columbia Oil Spill Task Force members in Alaska, Washington and British Columbia should exercise their 1993 and 1996 Mutual Aid Agreements as part of the annual transboundary exercises. Such tests should be part of exercise templates and plans, with defined objectives for each exercise. It is particularly recommended that they exercise their 1996 Agreement with regard to establishing conditions whereby contingency plan holders would be allowed to meet temporarily reduced planning standards in order to facilitate the movement of contracted response equipment for mutual aid.	BC ENV
Standards for Response Personnel Safety Training and PPE	45	As part of routine operations, exercises and drills, it is recommended that differences in OELs, procedures, and PPE requirements that potentially inhibit transboundary response continue to be shared by response organizations and agencies as or if they are discovered. If any of the issues can be addressed by conforming to a mutually agreed upon "best practice" that meets the more stringent requirements, it is recommended that written templates be created and distributed to the response community. Incorporation of these practices into routine field training and exercises will promote familiarization with issues. The response organizations' and agencies' safety officers should facilitate this process.	AK DEC ; BC ENV ; WA ECY
Transboundary Traffic Control (vessels, aircraft, behicles) during response	55	Vessels of opportunity used in a transboundary spill response should continue to work in Task Force Groups, with the lead vessels provided with AIS or GPS transponders for tracking purposes.	SEAPRO
	57	The U.S. Coast Guard and Transport Canada should undertake a coordinated review of air traffic control coverage, capabilities (including traffic control for low altitude aircraft) and coordination protocols for both transboundary areas. As part of this review, they should determine whether air traffic control capabilities exist in remote areas of the transboundary regions, including identification of available resources and permits needed for access.	TC
PLANNING			
Waste Management for Transboundary Areas	88	The CANUSPAC and CANUSDIX Joint Response Teams should each charter a Transboundary Marine/Inland Waste Management working group to address the various planning issues surrounding emergency waste management. The relevant State/Provincial agencies should co-chair the group and membership should include all relevant agency, OSRO and private entities (the latter serving as technical experts) from both Canada and the BC First Nations, Federally-recognized Tribes, local governments, border security agencies, and private industry should be invited to participate in the development of plans, operational checklists, waste collection/disposal options, border protocols, MOUs, etc. Annual meetings of the group could coincide with CANUS Annex activities.	CANUSPAC
	89	The CANUSDIX Waste Management Working Group should continue to refine the BC-Alaska Waste Management Plan template.	AK DEC
	91	The Waste Management Plans for both transboundary areas should include the following provisions: <ul style="list-style-type: none"> • Mutually-agreeable locations (on both sides of the border) for recycling of oily wastes. • Joint plans for the selection of mutually-agreeable locations on both sides of the border for in-situ (at or near site) oily waste treatment that includes (but is not limited to) environmentally-sound and practical oiled woody-debris burning, oiled debris/sediment land-farming, and portable incineration. Locations selected for staging should be available in a GIS format that can be utilized at the operations and planning levels. During a response, facilitate consultation with Operations, Logistics and relevant local governments on the assessment and selection of proposed locations. For full recommendation see 2011 Transboundary Report. 	AK DEC ; WA ECY

Workgroup Recommendations

The Five-Year Review Workgroup offers the following additional recommendations following publication of the Five-Year Review Report.

The **Task Force** should:

1. Hold individual meetings and/or workshops with implementing entities for the highest priority recommendations that have not yet been started and map pathways for implementation. (See Table 7)
2. Hold individual meetings and/or workshops with implementing entities for the highest priority recommendations for which no information was provided during this assessment, most notably the CANUSDIX JRT. The Executive Coordinator Team for the Task Force should, if possible, participate in the Fall 2017 CANUSDIX JRT meeting, or a future meeting, and present information related to the report and attempt to solicit input on the status of recommendations pertinent to CANUSDIX JRT.
3. Conduct a 10-year status review (in 2021) that would be extensive and include more in-depth analysis, possibly white papers, similar to the first effort.
4. Host an annual forum to address issues/assessments raised in report.
5. Develop a comprehensive outreach strategy related to the report's findings, above and beyond actions identified above.
6. Maintain an updated online database with recommendations that is accessible and updateable.
7. Convene a meeting with both the U.S. and Canadian Coast Guards regarding response capabilities in Transboundary Areas.

CANUSDIX and CANUSPAC JRT

8. The CANUSPAC and CANUSDIX JRTs should consider establishing a Fisheries Response Working Group similar to the CANUSDIX Wildlife Response Working Group, to coordinate fishery closures and other fisheries-related issues of mutual concern under the umbrella of the CANUSPAC and CANUSDIX annexes. Primary members would include ADF&G, WDFW and DFO.

OTHER

9. Regarding recommendations 59 and 60: The authority for fishery closures in both AK and WA rests with the respective states. In AK, closures and openers are made by the ADF&G, and in WA by the WDFW. In Canadian marine waters, the authority to open and close fisheries, and issue fishing licenses rests with DFO. The CANUSPAC and CANUSDIX JRTs should consider establishing a Fisheries Response Working Group similar to the CANUSDIX Wildlife Response Working Group, to coordinate fishery closures and other fisheries-related issues of mutual concern under the umbrella of the CANUSPAC and CANUSDIX annexes. Primary members would include ADF&G, WDFW and DFO.

Appendices

APPENDIX A: Work Group Members

Name	Title	Entity
Dave Byers	Response Section Manager	Washington State Department of Ecology Spills Program
Kevin Gardner	President	Western Canada Marine Response Corp (WCMRC)
Graham Knox	Director, Environmental Emergency Program	British Columbia Ministry of the Environment
Bob Mattson	State On-Scene Coordinator, SE Alaska Region	Alaska Department of Environmental Conservation
Dave Owings	General Manager	SEAPRO

Appendix B. All Recommendations by Category

Rec #	Recommendation	Entity	Status	Additional Information
COMMAND				
Access and Coordination for Investigations and Law Enforcement				
1	The U.S. Coast Guard and Transport Canada should consider whether the coordination of U.S. and Canadian authorities to investigate oil spill incidents should be addressed in the Joint Contingency Plan and whether specific investigation protocols are needed in the transboundary geographic annexes.	TC	Not started	
		USCG	Other	The national-level CCG/USCG Joint Marine Pollution Contingency Plan (JCP), which the Dixon Entrance geographic Annex/JRT supports, is essentially a support coordination plan for "oil spill response." "Investigations" is outside the scope of the current JCP. Of note, a U.S. National Response Team (NRT) Memorandum of Understanding to Coordinate Criminal Investigation, Enforcement, and Environmental Response was coordinated in 2004 and is cited in Annex K of the Alaska Unified Plan (available online at: http://dec.alaska.gov/spar/ppr/plans/uc.htm).
Coordination of Canadian/U.S. Response Structures and Command Posts				
2	The CANUSPAC and CANUSDIX Joint Response Teams (JRTs) should consider establishing a joint working group to review all coordination issues related to separate command posts (including review of the work done by the CANUSLANT JRT) and should consider adopting consistent policies for both annex areas, since having one standard in the region would enhance planning and promote more efficient use of resources.	CANUSPAC JRT	In Progress	
		CANUSDIX JRT	No info	No information
3	Regardless of which Incident Management System is in place, there are a number of roles and responsibilities that are consistent on both sides of the border. The following role linkages should be considered, discussed and formalized by the working group recommended above, if deemed appropriate. The two Command Centers and the Incident Commanders or On-Scene Coordinators should coordinate their planning processes and schedules as well as their response activities to the extent that it improves the response. Tools for coordinating their response might include regular teleconference meetings using standard agenda templates, secure full time communications links (Commander to Commander) and response software, plus uniform templates for Incident Action Plans. A transboundary spill response should also utilize multiple liaison officers in order to represent the other command post as well as stakeholders, First Nations and Federally-recognized tribes. For full recommendation see 2011 Transboundary Report.	CANUSPAC JRT	In Progress	CCG has formally adopted ICS and continues to ensure consistency
		CANUSDIX JRT	No info	No information
4	The CANUSPAC and CANUSDIX Joint Response Teams (JRTs) should consider establishing a Joint Working Group on Forms and Documentation Procedures. This Working Group should survey the British Columbia Provincial response agencies, Environment Canada, Transport Canada, Washington and Alaska state response agencies, the two U.S. Regional Response Teams, response organizations, and others participating in transboundary exercises to determine whether any conflicts have been noted with the use of RMS and ICS forms and what solutions were developed, if any. As Canada is party to both JRTs, it would be most efficient to have one standard for both borders, so this Joint Working Group on Forms and Documentation Procedures should develop recommendations for both the CANUSPAC and the CANUSDIX JRTs, if any are needed. In considering the results of their survey, the Joint Working Group on Forms and Documentation Procedures should consider establishing a formal process and time-table to be adhered to by both Command Centers during a response. For full recommendation see 2011 Transboundary Report.	CANUSPAC JRT	In Progress	CCG has formally adopted ICS and continues to ensure consistency
		CANUSDIX JRT	No info	No information
5	Potential RPs should anticipate the need to have representation in both the U.S. and Canadian command posts during a transboundary response, and should be familiar with the differences in their roles on either side of the border, i.e., as the Incident Commander in Canada and as the RP's Incident Commander as part of a Unified Command in the United States.	Industry	No info	No information
6	Recognizing that in a transboundary spill response the ICPs will be staffed and run by the RP and its response organization according to their spill response plans, the shipping industry and oil handling facilities near the Transboundary borders and the response organizations serving these areas should address issues identified in this Project Report, such as: <ul style="list-style-type: none"> Recognizing the differences between the U.S. and Canadian approaches and capabilities to manage an oil spill. For full recommendation see 2011 Transboundary Report. 	Industry	No info	No information

Initial Notifications and Activation of the Joint Contingency Plan				
7	Insofar as the CANUSDIX activation scenarios are more comprehensive (e.g. consideration of other factors and pollution origins beyond both areas of concern), the CANUSPAC Joint Response Team (JRT) should consider these as a model for revisions to Section VII of their Annexes.	CANUSPAC JRT	No info	No information
8	Both the CANUSDIX and CANUSPAC JRTs should consider drilling the notification procedures for each of the various scenarios provided for in their annex as well as notifications to other agencies and organizations involved in any drill, documenting all lessons learned and recommending improvements to the annexes as warranted.	CANUSPAC TEP	Completed	CANUSPAC held a number of exercises and share information realtime during incidents regularly.
		CANUSDIX TEP	No info	No information
9	Updated contact information for spill notifications should be maintained regularly in both the CANUSDIX and CANUSPAC annexes.	USCG	Completed	For planning/preparedness activities, annual contact is maintained among the Joint Response Team (JRT) members [i.e., CCG Pacific Region co-chair/planners; USCG District 17 co-chair/alternate co-chair/planners and applicable Alaska Regional Response Team (ARRT) agencies]. For response activities the CCG Marine Communications and Traffic Service (MCTS) Prince Rupert, USCG D17 Regional Command Center and Sector Juneau Command Center maintain up-to-date contact information.
		CCG	In Progress	CANUSPAC and CANUSDIX annexes of the Canada-United States Joint Marine Pollution Contingency Plan (JCP) are regularly updated to ensure accurate contact information. CANUSPAC was updated in 2016 and CANUSDIX is in process of being updated in 2017.
		WA ECY	In Progress	
		AK DEC	Other	DEC agrees contact information should be maintained regularly in both annexes. D17 and Canada CG to address.
Integrating State, Provincial, Local Government, Landowner and Tribal Interests into U.S. and Canadian Command Posts				
10	The CANUSPAC and CANUSDIX JRTs - as well as potential RPs and their ROs - should consider exercising the integration of state/provincial/tribal/aboriginal/local government/landowner and other stakeholder interests into Command Centers during their drills.	CANUSPAC TEP	Completed	Integration happens for most industry exercises. CANUSPAC 2016 began engagement with Canadian First Nations and US Tribes to facilitate their involvement in Future CAN-US exercises.
		CANUSDIX TEP	No info	No information
11	The use of liaison officers to represent stakeholder interests in both command posts should be specified in both the CANUSDIX and CANUSPAC annexes in order to indicate that additional liaison officers are needed beyond those representing the two Command Centers.	CANUSPAC JRT	Completed	CANUSPAC JRT The importance of liaison officers is well established, to the point that CANUS (nationally) have been working on a special International Coordinating Officer, and Liaison/Agency Rep-like member with specific JRT/Transboundary/ICS skill sets.
		CANUSDIX JRT	No info	No information
Media Coordination between Command Posts				
12	Following is a set of recommendations regarding how the CANUSPAC and CANUSDIX JRTs should consider improving efforts to coordinate, compile, approve and distribute public information during an international oil spill of significance: <ul style="list-style-type: none"> • Convene an annual meeting involving Public Information Officers on both sides of the border and the NW Area Committee Media Communications and Outreach Workgroup to address the regulatory environment and philosophical approaches to communication during an oil spill response. For full recommendation see 2011 Transboundary Report. 	CANUSPAC and CANUSDIX JRTs	No info	
12.a.	Following is a list of issues that should be considered by the Transboundary Public Information Officer Team: Joint Information Center <ul style="list-style-type: none"> • Who "controls" the information? • How will information be coordinated for factual consistency? • What will the JIC organization look like? For full recommendation see 2011 Transboundary Report. 	Transboundary Public Information Officer Team (?)	No info	No information

Natural Resource Damage Assessments				
13	CANUSPAC and CANUSDIX exercise planners should consider including NRDA components in future Transboundary exercise scenarios.	CANUSPAC and CANUSDIX TEPs	No info	
14	NOAA, U.S. Fish and Wildlife, Environment Canada, and other state, provincial, and federal trustee agencies in the transboundary areas should consider developing a U.S./Canadian Natural Resource Damage Assessment and Restoration (NRDAR) planning group, or expand existing groups to include Canadian government and industry counterparts (including Environment Canada and the British Columbia Ministry of Environment) in order to be better prepared for an incident that could impact natural resources in the transboundary areas. This group should consider: <ul style="list-style-type: none"> • establishing and maintaining a network of potential players in the U.S. and Canada, as well as industry representatives, to ensure that natural resource damage assessment coordination during and after spills occurs as efficiently and quickly as possible (see the list of potential government agencies as listed in the paper above); • developing working relationships with representatives who would form or assist the NRDA teams; • developing a mechanism for information exchange across the border. For full recommendation see 2011 Transboundary Report. 	NOAA	In Progress	NOAA has not established a formal international NRDA planning group, though it has established working relationships with counterparts in BC MOE regarding NRD issues and processes. They have established a west-coast (US) Joint Assessment Team including representatives of industry and NRD trustee agencies. This team meets regularly several times each year. They are looking for opportunities to include BC counterparts in discussions where appropriate, considering differences in regulatory and statutory frameworks. They expect to focus first on shared approaches for collecting and sharing ephemeral data.
		USFWS	No info	
		ECCC	Not started	ECCC maintains strong ties with its Canadian and US partners to foster prevention, preparedness, and response to environmental emergencies. ECCC is available to discuss options regarding developing a NRDAR planning group with implicated partners and trustee agencies. Of note, ECCC has in recent years worked on initiatives that include topics under consideration by this recommendation. For example, in 2015 ECCC partnered with the US EPA to produce two Annexes for the Canada–US Joint Inland Pollution Contingency Plan (the "Inland Plan"): CANUSWEST-NORTH and CANUSWEST-SOUTH. These Annexes promote collaboration and the exchange of information in the eventuality of a trans-boundary spill.
15	The CANUSDIX and CANUSPAC JRTs should consider promoting consistency in how the NRDA Team's relationships to the response management structures are outlined in all spill response guidance by: <ul style="list-style-type: none"> • Promoting integration of the NRDA process early in the response; and • Identifying and clarifying the need for a relationship between the NRDA Liaison and Unified Command, the Environmental Unit Leader, the Planning Section Chief, the Logistics Section Chief, and the Wildlife Branch under Operations in an ICS structure as well as to the REET as appropriate. 	CANUSPAC and CANUSDIXJRTs	No info	
Security Coordination During a Transboundary Spill				
16	The CANUSPAC and CANUSDIX Joint Response Teams should consider reviewing the lessons learned from the cooperative efforts between the U.S. and Canada for the 2010 Olympics, in order to determine whether any lessons are transferable to the oil spill response plans for the CANUSPAC and CANUSDIX border areas.	CANUSPAC and CANUSDIX JRTs	No info	
Transboundary Coordination During a Decision to Take Over Spill Management from an RP				
17	CANUSDIX and CANUSPAC transboundary exercises planners should consider including a scenario involving the assumption of command from a Responsible Party by either Coast Guard.	CANUSPAC and CANUSDIX TEPs	No info	
Transboundary Coordination for an Orphan Spill				
17.a.	The U.S. and Canadian Coast Guards should clarify protocols facilitating the rapid movement of on-water responding resources from the "source nation" across the border into an adjacent nation to pursue an orphan spill, since the initial responding nation is most likely to have resources already on-scene. If on-scene response resources are allowed to cross the border as needed to maintain an aggressive response at the "epicenter" of the spilled oil, more oil would be recovered before it comes ashore on either side of the border.	CCG	Completed	The JCP contains provisions in each of the annexes that allow for the movement of responders and resources across the border. Both Canadian and U.S. Border Officials participate in regular discussions to ensure that the most up-to-date protocols are identified.
		USCG	No info	No information

FINANCE			
Claims, Cost Recovery, Financial Reciprocity & Finance Section Coordination			
18	During both Transboundary exercises and actual response operations, RPs and their representatives should consider working closely with the response organizations, federal, state and provincial agencies and the Finance Sections in both Command Centers to ensure that there is no duplication of activity costs and claims and to ensure timely tracking of all costs.	Industry	No info
19	If an RO is working for and being paid by a lead RO, both ROs should consider working together in all sections – including Finance – at both Command Centers, as the work assignments issued pursuant to the daily Incident Action Plans may involve a mix of RO personnel/equipment.	NRC	Completed
		SEAPRO	Completed
		MSRC	No info
		WCMRC	Other
20	The CANUSDIX and CANUSPAC Joint Response Teams should consider testing cost recovery issues during Transboundary exercises and should consider including representatives of relevant federal, provincial, and state agencies in the Finance Sections during the exercises.	CANUSPAC and CANUSDIX TEPs	No info
21	To help resolve cost-recovery issues in both the U.S. and Canada, key state, provincial and federal agencies – as well as industry - should endeavor to improve agreement on required response actions. Government agencies' advice and directions to the RP should be based on agency authorities and responsibilities, best professional judgment and expert scientific opinion in consideration of the RP's legal obligations.	BC ENV	In Progress
		CCG	In Progress
		AK DEC	In Progress
		USCG	In Progress
		Industry	No info
		WA ECY	Not started
Response Funding Regimes			
21.a.	The states of Washington and Alaska should evaluate the adequacy of their dedicated pollution response accounts with respect to heightened public response expectations and sustaining prolonged response actions resulting from a major spill.	AK DEC	In Progress
		WA ECY	In Progress
21.b.	The province of British Columbia should explore the establishment of a provincial spill response fund to ensure that potential delays in the provincial response do not result from a lack of immediately available funds. The province should examine existing funding models for the establishment of a response fund including those in Washington, Alaska and other jurisdictions to ensure that the associated costs are based on the polluter-pays principle.	BC ENV	In Progress
21.c.	The government of Canada should examine the existing lack of dedicated response funds and the impacts it may have on federal agencies' as well as First Nations' ability to lead and or participate in the response to a spill and take the appropriate actions when a Responsible Party is unable, unwilling or unidentified. The government of Canada should examine potential changes to the Canadian Ship Source Oil Pollution Fund that would enable the lead federal agency to access the fund proactively, as is the case for the U.S. Coast Guard in its ability to access response funding from the U.S. Oil Spill Liability Trust Fund, as a possible solution.	CFG	No info
22	The Pacific States/British Columbia Oil Spill Task Force should reconvene the Transboundary Project Workgroup in five years (i.e., 2016) to review the status of implementation of the Recommendations in this Report.	BC/States TF	In Progress

LOGISTICS				
Pre-identification of Command Center locations				
23	The Region 10 Response Team/Northwest Area Committee (RRT/NWAC) should consider verifying Incident Command Post (ICP) locations in Washington State near the Transboundary area on an annual basis and updating ICP information in the Northwest Area Contingency Plan (NWACP) as appropriate. The RRT/NWAC Logistics Workgroup should consider working with local governments and industry to identify ICP locations which could be used in remote areas during a Transboundary response.	NWAC	Other	This work has not been done to my knowledge. It could be that Ecology has done it independently as part of the GRP updates. It is worth noting that there wouldn't be a joint ICP with Canada. The US would have its ICP and Canada would have its own. The Whatcom Emergency Operations center is most likely ICP in the US, although Port Angeles may be an option for spill in the strait. The current emphasis within the CANUS Joint Contingency Plan (JCP) is the need for US and Canada liaison positions (or what we will now term International Coordinating Officer). This position will represent and reach back to respective ICs, rather than forming joint ICP.
24	The Region 10 Response Team/Northwest Area Committee should continue its efforts to review, verify, and update Geographic Response Plans (GRPs) in the Transboundary area with special emphasis on the pre-identification of Incident Command Posts. Specific Transboundary GRPs that need to be reviewed, verified, and updated include the North Puget Sound/San Juan Islands GRP, Strait of Juan de Fuca GRP, North Central Puget Sound GRP, Admiralty Inlet GRP, and Outer Coast GRP.	NWAC	Completed	The North Puget Sound/San Juans GRP was updated in 2011.
25	The Southeast Subarea Contingency Plan Logistics Group should consider verifying Incident Command Post (ICP) locations in Southeast Alaska on an annual basis and updating ICP information as appropriate. This group should also consider working with local governments and industry to identify ICP locations which could be used in remote areas during a Transboundary response.	SW Subarea Contingency Plan	No info	No information
26	Western Canada Marine Response Corporation (WCMRC) should consider verifying Incident Command Post (ICP) locations in British Columbia on an annual basis and updating ICP information in the eight reference and resource information plans of the Western Canada Marine Response Corporation plan, as necessary. WCMRC should continue to work with local governments and industry to identify ICP locations which could be used in remote areas during a Transboundary response.	WCMRC	Completed	Complete for Juan de Fuca Strait and Prince Rupert.
		MSRC	No info	
		NRC	Other	N/A
		SEAPRO	Other	N/A
Procedures for Moving People and Equipment across Borders for Emergency Situations				
27	The existing customs procedures for emergency response personnel and equipment entering either the U.S. or Canada are adequate and should be tested regularly during both OSRO and CANUSDIX and CANUSPAC Annex exercises so that border agency and response personnel are familiar with them.	CANUSPAC TEPs	In Progress	The CANUSPAC JRT has annual Borders Meeting with USA and CAN Borders Officials to ensure all documents and forms needed for an emergency response are understood and processed at an elevated means to
		CANUSDIX TEPs	No info	No information
Remote Location Issues				
28	The CANUSDIX and CANUSPAC Joint Response Teams should each consider chartering a Remote Areas Working Group whose members include at least one representative from the State, the Province, both Coast Guards and other U.S. and Canadian federal agencies as appropriate. This Remote Areas Working Group should be tasked to implement the following steps: for full recommendation see 2011 Transboundary Report.	CANUSPAC and CANUSDIX JRTs	No info	No information
Response Software				
29	The Pacific States/British Columbia Oil Spill Task Force should consider chartering a Transboundary Software Committee of representatives from Alaska DEC, the British Columbia Ministry of Environment, the Washington Department of Ecology, the U.S. and Canadian Coast Guards and other federal representatives as appropriate to: <ul style="list-style-type: none"> Survey governmental agencies (at all levels), contractors, and the regulated community in the transboundary areas to determine what response software they use and document any compatibility issues; for full recommendation see 2011 Transboundary Report. 	BC/States TF	Not started	This came up in the Salish Sea Workshop (October 2016, hosted by WA Ecology) as a significant need for the Transboundary region. One of the high-level recommendations from the workshop was to create a Transboundary Harbor Safety Committee -like structure that could be the lead on issues including data management. The Task Force will monitor progress on this recommendation, in addition to initiate dialog with AK and B.C. regarding current software and compatibility issues.

Vessel to Vessel to Aircraft Communications			
30	The U.S. and Canadian Coast Guards should consider collaborating with the Alaska, Washington and British Columbia emergency response and resource agencies and OSROs to map Transboundary areas where radio, satellite and cell phone communications are not available (black holes), or conversely, are available. This map should be reviewed and updated as needed or at least every five years. For the identified "black holes", these "communication teams" should recommend solutions such as placement of permanent radio repeaters, or identification of locations where portable repeaters would function, or the use of satellite phones.	USG	Completed During the September 2011 CanUsDix exercise both the CCG and USCG gave presentations regarding their VHF coverage for Dixon Entrance. No "black holes" were identified for the transboundary region by the presenters. Sector Juneau, as the designated FOSC for Southeast Alaska, routinely engages with the regional OSRO (i.e., SEAPRO), ADEC, and D17 DRAT on oil spill preparedness. ADEC does manage a "Web Maps" internet site that has a working project called Alaska DEC Prevention and Emergency Response, which could possibly be used to house available communications data. "Web Maps" is available online at: http://dec.alaska.gov/das/GIS/apps.htm The JCP and current staffing/funding levels do not generally facilitate expanding the scope of JRT activities to cover this topic.
		CCG	Other The authority for broad spectrum radio-telecommunication mapping resides with Industry Canada and the Canadian Radio-television and Telecommunications Commission in partnership with relevant departments and agencies, such as the Department of National Defense and the Coast Guard. The CCG actively reviews and assesses the coverage of radio beacons and other aids to navigation to ensure adequate coverage within Canadian waters.
31	Response agencies and organizations should continue to evaluate and test their communications equipment through exercises such as CANUSPAC and CANUSDIX.	CCG	Completed As part of the regular exercise schedule, the Canadian Coast Guard routinely tests communications equipment. The Canadian Coast Guard will continue to ensure that equipment is up-to-date and effective.
		NRC	Completed Addressed at all drills and exercises.
		WCMRC	Completed Conducted annually.
		SEAPRO	Completed Completed and Ongoing
		WA ECY	In Progress
		MSRC	In Progress
		AK DEC	Not started ADEC agrees and supports this recommendation. It is another great reason to revitalize the CAN US Dix work group. Around 2012, in Ketchikan, AK, the CAN US Dix workgroup addressed communications in a discussion regarding various communication systems and frequencies. However, there was no field testing of equipment.
		BC ENV	Not started
		CANUSPAC and CANUSDIX TEPs	Other Sector Juneau, as the designated FOSC for Southeast Alaska, routinely engages with the regional OSRO (i.e., SEAPRO), ADEC, and D17 DRAT on oil spill preparedness (e.g., triennial PREP Area exercises and annual response equipment deployments). The JCP and current staffing/funding levels do not generally facilitate expanding the scope of JRT activities to cover this topic.
USCG	Other Sector Juneau, as the designated FOSC for Southeast Alaska, routinely engages with the regional OSRO (i.e., SEAPRO), ADEC, and D17 DRAT on oil spill preparedness (e.g., triennial PREP Area exercises and annual response equipment deployments). The JCP and current staffing/funding levels do not generally facilitate expanding the scope of JRT activities to cover this topic.		

OPERATIONS				
Coordination of Operations Documentation				
32	The U.S. and Canadian Coast Guards should add protocols to the CANUSPAC and CANUSDIX Annexes covering the coordination of Incident Action Plan development and documentation between the U.S. and Canadian command posts. This documentation should include information collected at the end of each operational period from division/group supervisors regarding actions and events that occurred during the day, shift, or operational period.	CCG	In Progress	CANUSPAC and CANUSDIX contain provisions that ensure a coordinated response including the movement or exchange of personnel to sustain continued information flow throughout the duration of an incident.
		USCG	In Progress	USCG doctrine and policy regarding ICS coordination and products has been shared with the CCG and is readily available on the internet from multiple sources. The USCG has also recently purchased Incident Management System Software (IMSS), which should facilitate exchange of information. Due to geographic limitations that preclude establishing a joint Canada/U.S. command post in the Dixon Entrance region, it is also realistic to assume that two IAPs will be developed during a response; one for each country.
33	Responders, vessel masters, division and group supervisors, should maintain and submit a 214 form (or the RMS equivalent) with specific action items recorded. Examples: failure, success, issues, safety incidents, major decisions, etc. This can be tested during future deployment exercises.	NRC	In Progress	Done as part of every response.
		WCMRC	In Progress	As part of the ICS structure, all participants complete and ICS 214 as part of their job requirement.
		SEAPRO	In Progress	Done as part of every response.
		MSRC	Not started	MSRC conducts annual training with WCMRC and in the course of that training assesses any opportunities for compatibility. MSRC will not engage other RO's regarding capital purchases of equipment as we have separate funding and geographical needs; and this collaborative selection process could violate US anti-trust laws.
34	The CANUSPAC and CANUSDIX Joint Response Teams should determine the legal aspects of sharing transboundary response information, the implications of different federal, provincial and state standards for responding to information requests, and the costs associated with such requests.	CANUSPAC and CANUSDIX JRTs	No info	No information
35	Transboundary planners should ensure that objectives for future drills and exercises include the execution of a plan to distribute all documentation to involved parties.	CANUSPAC and CANUSDIX TEPs	No info	No information
Equipment Compatibility				
36	WCMRC, SEAPRO, MSRC, WSMC and other response contractors operating in the CANUSDIX and CANUSPAC transboundary areas should continue to identify and solve equipment compatibility issues. Specifically, they should: <ul style="list-style-type: none"> • Continue to stock adaptors that allow connections to be made for different size and types of boom; • Continue to exercise and train together to identify any potential compatibility issues; and • Continue to order equipment with common equipment specifications to ensure equipment compatibility. 	WCMRC	In Progress	<ul style="list-style-type: none"> • Adaptors, yes • Training and exercise with SeaPro • Attend MSRC field exercises when feasible"
		SEAPRO	In Progress	
		NRC	No info	No information
		MSRC	Not started	MSRC conducts annual training with WCMRC and in the course of that training assesses any opportunities for compatibility. MSRC will not engage other RO's regarding capital purchases of equipment as we have separate funding and geographical needs; and this collaborative selection process could violate US anti-trust laws.
Mutual Aid Plans, Agreements and Arrangements				
37	The Pacific States/British Columbia Oil Spill Task Force members in Alaska, Washington and British Columbia should exercise their 1993 and 1996 Mutual Aid Agreements as part of the annual transboundary exercises. Such tests should be part of exercise templates and plans, with defined objectives for each exercise. It is particularly recommended that they exercise their 1996 Agreement with regard to establishing conditions whereby contingency plan holders would be allowed to meet temporarily reduced planning standards in order to facilitate the movement of contracted response equipment for mutual aid.	WA ECY	In Progress	Recently tested ability to share state resources under the mutual aid agreement during a tabletop drill.
		BC ENV	Not started	
		AK DEC	Other	ADEC has tested Mutual Aid Agreement with transfer of human resources. However, we also need to test the ability to move response equipment for mutual aid.
38	The Western Canada Marine Response Corporation should continue day-to-day cross-border exercise opportunities with the SE Alaska Petroleum Resource Organization on British Columbia's Alaska border and with the Marine Spill Response Corporation and the Washington State Maritime Cooperative on British Columbia's Washington border.	SEAPRO	Completed	Completed and ongoing.
		WCMRC	In Progress	Completed for SeaPro, but not others. Mutual agreement with NRC in place, but not with MSRC.
		NRC	In Progress	NRC offers a WA State Vessel Plan and has Mutual agreement with WCMRC
		MSRC	Other	MSRC is not in a position to conduct "day to day" activities and will schedule activities on an as needed, customer requested, or regulatory required basis.
39	The Association of Petroleum Industry Coop Managers (APICOM) should review their Mutual Aid agreement in order to identify and address any challenges regarding mutual aid issues for the U.S./Canadian transboundary areas.	WCMRC	Completed	
		SEAPRO	Completed	No information
		NRC	No info	No information
		MSRC	Other	MSRC does not have an MAA with WCMRC. Responder immunity is a key component of the restrictions for MSRC to respond in Canadian waters. We feel the governments, not APICOM need to address the responder immunity issue and that it not be addressed as a part of an MAA between RO's. MSRC will work directly for the RP to obtain the appropriate indemnifications to address responder immunity during an incident or response.

Responder Immunity and Worker Liability Issues			
40	Considering the potential for a transboundary spill to originate from an oil handling facility, Transport Canada should correct the omission in the CSA 2001 relating to responder immunity for spills from Oil Handling Facilities as soon as possible.	TC	Completed In December 2014, Transport Canada amended the CSA 2001 subsection 181(4) relating to "response operations" and in respect of activities to be undertaken by a Canadian certified response organization following a discharge and/or imminent threat of a discharge when an oil handling facility is engaged in loading to, or unloading from a vessel that directly or indirectly results in the pollutant entering the water and includes spilling, leaking, pumping, pouring, emitting, emptying, throwing or dumping.
41	Transport Canada and the Canadian Coast Guard should develop protocols which allow U.S. Coast Guard approved response organizations to benefit from Canadian responder immunity provisions through mutual aid agreements with Canadian Response Organizations.	CCG	Completed In December 2014, Transport Canada amended the <i>Canada Shipping Act, 2001</i> subsection 181(2) to extend responder immunity to agents or mandataries of Response Organizations that have been designated in writing by the Minister of Transport as approved responders when responding to a ship-source oil spill.
		TC	Completed In December 2014, Transport Canada amended the CSA 2001 subsection 181(2) to extend responder immunity to agents or mandataries of Response Organizations that have been designated in writing by the Minister of Transport as approved responders when responding to a ship-source oil spill.
42	WCMRC's mutual aid partners in the U.S. should apply to Transport Canada as soon as possible for approved responder status.	MSRC	Other MSRC is not a Mutual Aid partner of WCMRC.
		SEAPRO	No info
		NRC	Other
		WCMRC	Other During incident the documentation is available and will be signed off by Transport Canada for a limited time period to cover the response of the spill.
43	Because clear standards are needed from both the U.S. and Canadian governments regarding responder Immunity for foreign workers and vessels, the CANUSDIX and CANUSPAC Joint Response Teams should review and upgrade their annexes to include clear "how to" steps and/or references to U.S. and Canadian responder immunity procedures and protocols.	CANUSPAC and CANUSDIX JRTs	No info No information
Standards for Response Personnel Safety Training and PPE			
44	All site-specific safety plans for transboundary operations should continue to be drafted and reviewed by safety and/or industrial hygiene professionals familiar with applicable Canadian standards, U.S. standards and the individual policies of response organizations involved in order to ensure that all responders are afforded adequate protection.	NRC	Completed Done for all responses.
		WCMRC	Completed Part of ICS structure and safety officer's role.
		SEAPRO	Completed Done for all responses.
		MSRC	Other Safety of personnel is the primary consideration during a response and given the needs of each individual response; site specific safety issues should be addressed at the ICP during initial response activities.
45	As part of routine operations, exercises and drills, it is recommended that differences in OELs, procedures, and PPE requirements that potentially inhibit transboundary response continue to be shared by response organizations and agencies as or if they are discovered. If any of the issues can be addressed by conforming to a mutually agreed upon "best practice" that meets the more stringent requirements, it is recommended that written templates be created and distributed to the response community. Incorporation of these practices into routine field training and exercises will promote familiarization with issues. The response organizations' and agencies' safety officers should facilitate this process.	USCG	Completed The selection of OELs, which can drive PPE and procedural choices, typically leads response personnel to consider the most conservative (stringent) value to preserve safety and health factors. Safety Officers, with support from Industrial Hygienists or similar professional, should continue to review existing OEL data and work together and across national borders to agree upon the appropriate OEL(s) for a particular scenario. Please see full information in the 2011 Transboundary Report.
		CCG	In Progress The Canadian Coast Guard, in partnership with the United States Coast Guard, co-developed the Shoreline Cleanup and Assessment Technique (SCAT) which helps identify "best practices" for response organizations operating responding to shoreline oiling in the transboundary zone. Following an incident response, an after action report is submitted that identifies overarching issues and allows new best practices to be established. This information is regularly shared with certified Response Organizations.
		NRC	In Progress NRC complies with each spill response safety requirements
		WCMRC	In Progress APICOM safety committee should address this on an ongoing basis.
		SEAPRO	In Progress
		MSRC	In Progress Best practices should be noted by the RO's but should remain as information and should not be deemed as procedure. No template is needed; only a method to track and identify those best practices as an informal process.
		AK DEC	Not started ADEC agrees that differences in OELs, procedures, and PPER requirements need to be shared, if applicable. And that mutual agreement concerning best practice and most stringent should be recorded in written templates. This has not yet been developed. It was suggested that safety officers facilitate. However, we suggest this may be a job the task force could initiate in cooperation with CAN US Dix work group. This group has been dormant in recent years (since 2007) and we suggest it resume regular annual meetings to further this recommendation and others.
		BC ENV	Not started
WA ECY	Not started		

46	Canadian and U.S. responders should continue training to the appropriate standard if they are likely to respond in foreign waters per mutual aid agreements.	SEAPRO	In Progress	
		MSRC	Other	MSRC does not have an MAA with WCMRC. What is an "appropriate standard"? Best practices and routine joint training will accomplish this task.
		NRC	Other	NRC maintains US state and federal certifications
		WCMRC	Other	NRC maintains US state and federal certifications
51	To address differences in medical surveillance requirements, Canadian responders should not be assigned tasks on a U.S. response incident in which they would or potentially could be exposed to hazardous substances or health hazards above permissible or published exposure limits. Tasks requiring respiratory protection fall into this category.	MSRC	Other	Shouldn't this be a reciprocal issue?
		NRC	Other	N/A
		WCMRC	Other	N/A
		SEAPRO	Other	N/A
52	Response organizations and agencies operating in the transboundary areas should determine whether their personnel have adequate insurance coverage to operate outside the "normal operating area," and what, if any, time limits apply to their operations across the border. They should also ensure that all workers have baseline medical records available.	CCG	Completed	CCG employees have comprehensive insurance coverage provided through the workplace that applies to sanctioned operations across the border. Certified Response Organizations are responsible for determining their own level of insurance coverage for employees in accordance with Canadian labour laws.
		NRC	Completed	Operations in Canada included in NRC insurance coverage
		USCG	Completed	Members of the U.S. Coast Guard operating under valid orders retain insurance coverage while operating outside of the United States. As U.S. Government employees, OSHA regulations would apply regardless of location. Non-government employees, such as U.S. based response contractors operating in Canada would be subject to Canadian occupational safety and health laws - U.S. OSHA laws are not applicable in Canada.
		BC ENV	In Progress	
		WCMRC	In Progress	APICOM safety committee should address this on an ongoing basis.
		SEAPRO	In Progress	
		AK DEC	In Progress	ADEC has adequate insurance in effect to operate outside of Alaska and no time limits are applicable. Re: baseline medical records, medical records required by ADEC are readily available and include FIT test suitability and OSHA minimum requirement for medical monitoring based on exposure of 30 days per year or more.
		MSRC	Completed	This will be done on a case by case or based on the specific incident.
WA ECY	Other	Not sure if this question is about responder insurance or indemnity. Limits have been identified for WA state response contractors based on issues of responder immunity in Canada.		

Transboundary Traffic Control (vessels, aircraft, vehicles) during response				
53	Response organizations should continue to maintain lists of communications systems (radios, satellite phones, etc) available for response operations in the transboundary areas which they serve.	NRC	Completed	
		WCMRC	Completed	
		SEAPRO	Completed	
		MSRC	In Progress	This is an ongoing process.
54	Response organizations and contractors covering the transboundary areas are encouraged to equip their dedicated spill response vessels with AIS systems for tracking purposes; they should also investigate the availability of portable GPS tracking devices.	WCMRC	In Progress	With expansion plan, AIS will be part of all vessels in the Vessels of Opportunity Program.
		SEAPRO	In Progress	Primary Response Vessels outfitted with AIS Transponders
		NRC	No info	
		MSRC	Completed	MSRC vessels <65' have been equipped with AIS.
55	Vessels of opportunity used in a transboundary spill response should continue to work in Task Force Groups, with the lead vessels provided with AIS or GPS transponders for tracking purposes.	WCMRC	Completed	The lead for the task force would have AIS responders.
		NRC	No info	No information
		MSRC	Other	Vessels of opportunity will be assessed on an incident specific basis on their capability to respond in a cross border incident. Fishing vessels will not be used in a cross border incident; only commercial vessels as available and capable
		SEAPRO	Not started	
56	The U.S. and Canadian Coast Guards should determine what role, if any, is defined for vessel traffic control systems (VTS) and during a pollution response. They should also compare the areas of responsibility for each VTS in order to identify any gaps in radar coverage.	CCG	Completed	The Canadian Coast Guard and the United States Coast Guard have identified Vessel Traffic Control Zones in accordance with UNCLOS defined boundaries. As part of regular exercises conducted in the transboundary areas, these systems are exercised through different scenarios, including for pollution incidents.
		USCG	Completed	A VTS would support the incident commander as requested during a pollution incident. This could include identification of vessels passing through the area where the incident occurred, identifying location of possible assist assets, managing traffic in the area of the incident to facilitate conflicts with the response, etc. Both the US and Canadian VTSs work together as a Cooperative Vessel Traffic Service (CVTS) jointly managing traffic in the combined waters including managing traffic in each country's waters and acting as backups for each other in the event of a VTS center casualty. Between the U.S. and Canada, there is radar coverage of all primary traffic routes. On the U.S. side, there is not coverage in some secondary routes such as Guemes Channel, Bellingham Channel, Bellingham Bay, Hale Passage, and Padilla Bay. There is AIS coverage in the entire AOR. There is also no radar coverage in most of the internal waters of the San Juan Islands. An ongoing project (IMDE-CSS) may in the future allow direct access to each others radars.
57	The U.S. Coast Guard and Transport Canada should undertake a coordinated review of air traffic control coverage, capabilities (including traffic control for low altitude aircraft) and coordination protocols for both transboundary areas. As part of this review, they should determine whether air traffic control capabilities exist in remote areas of the transboundary regions, including identification of available resources and permits needed for access.	TC	Not started	Recommendation is to be provided by another division of Transport under Civil Aviation
		USCG	Other	The FAA is the lead federal agency for managing usage of U.S. airspace. U.S. interagency policy for Temporary Flight Restrictions (TFRs) and advisory Notices to Airmen (NOTAMs) has been established in
Utilizations of Fishermen for oil recovery				
58	MSRC and WCMRC should continue to work with their appropriate governing agencies to clarify whether moving NRV and FOSET resources across the border for a transboundary spill response would be subject to the same issues as other response organization resources, including: <ul style="list-style-type: none"> Ensuring that fishing vessel crews are trained to meet applicable safety training and legal requirements of state, provincial and federal laws; Ensuring that fishing vessel crews are covered by both U.S. and Canadian responder immunity provisions; and Clearing equipment and personnel through customs and immigration services. 	NRC	In Progress	NRC has a Vessel of Opportunity program that trains and exercises fishing vessels for supporting spill response operations
		WCMRC	In Progress	"-To be addressed at time of incident and availability of specific vessels. -US vessels working in Canada to receive responder immunity will need to work under WCMRC
		MSRC	Other	MSRC contracted fishing vessels will not be used in a cross border incident.
		SEAPRO	Other	N/A

PLANNING				
Closure of Fisheries During Transboundary Spill Response				
59	The CANUSPAC and CANUSDIX Joint Response Teams should consider tracking development of coordinated transboundary fishery closure protocols by the CANUSLANT Joint Response Team. They should then consider them as a model for adding similar protocols to the CANUSDIX and CANUSPAC Annexes.	CANUSPAC and CANUSDIX JRTs	No info	No information
60	Once coordinated transboundary fishery closure protocols are in place in both annexes, the CANUSPAC and CANUSDIX Joint Response Teams should test them in exercises.	CANUSPAC and CANUSDIX TEPs	No info	No information
Coordination of Canadian/U.S. Response Structures and Command Posts				
60.a.	In considering the results of their survey, the Joint Working Group on Forms and Documentation Procedures should consider establishing a formal process and timetable to be adhered to by both Command Centers during a response. This would include: <ul style="list-style-type: none"> • A standard meeting schedule (between the USCG/CCG and others in command) with specific documentation requirements; • A process to align information required by the RMS and ICS forms; and • A process to ensure familiarity with both types of forms for those working in the Incident Command Posts. 	JWG-F&DP (?)	No info	
Dispersant and Insitu Burning Decision-Making				
61	The U.S. Region 10 RRT should consider incorporating procedures into the <i>Northwest Area Contingency Plan</i> In-situ Burn Policy for consulting with the CANUSPAC JRT or Canadian Government if use of in-situ burning close to Canadian waters is considered.	NWAC	Other	The plan (4000-40) states that the RJRT or JRT should be consulted for ISB ops that may impact Canada. The process for the RRT to contact the JRT is in the CANUSWest and CANUSPac plans, and therefore doesn't need to be repeated in the NWACP. The FOSC is directed to consult with JRTs only in case-by-case situations and only when within 3 miles of border and a population center. Just to be clear, the JRT doesn't have the authority to change the response tactics. The FOSC is ultimately responsible.
62	The CANUSDIX and CANUSPAC JRTs should both develop guidelines focused on achieving <u>joint</u> decisionmaking between the U. S. and Canadian Incident Command Posts for the use of either dispersants or <i>in-situ</i> burning. These guidelines should provide for input from representatives of appropriate agencies, Federally-recognized tribes, First Nations, technical experts, and stakeholders.	CANUSPAC and CANUSDIX JRTs	No info	No information
63	The CANUSPAC resource agencies should consider developing guidelines for providing <u>joint</u> incident-specific recommendations to their respective USCG and CCG incident command systems for dispersant use and <i>in-situ</i> burning decision-making. The CANUSDIX <i>Resource Agency Guidelines</i> should be considered as a template.	CANUSPAC JRT	No info	No information
		Trustee Agencies	No info	No information
64	Federally-recognized tribes and First Nations in the CANUSPAC and CANUSDIX areas should develop guidelines for providing <u>joint</u> incident-specific recommendations to their respective USCG and CCG incident command posts for dispersant use and in-situ burning decision-making.	PGST	In Progress	We prefer quick burning decisions in appropriate circumstances and have major issues with dispersant use. Dispersants are an important tool in the tool box but tend to be used far too much and often due to lack of reasonable industry requirements and regulations that should insure multiple levels (2x min) redundancy for containment and cleanup. All moderate to large spills tend to see no significant containment and then dispersants are jumped to.
		Federally-Recognized Tribes and First Nations	No info	No information
65	Both the CANUSPAC and CANUSDIX JRTs should drill these transboundary consultation and decisionmaking procedures for in-situ burning and dispersant use during joint exercises. Federally-recognized tribes and First Nations should be invited to participate in dispersant use and in-situ burning exercises to drill their protocols.	CANUSPAC and CANUSDIX TEPs	No info	No information

Geographic Response Plans and Strategies for Transboundary Areas				
66	The CANUSPAC and CANUSDIX JRTs should consider encouraging existing work groups on both sides of the border to develop GRSs/GRPs where needed for their respective transboundary area, with a particular priority on the Portland Canal area between British Columbia and Alaska. The CANUSDIX and CANUSPAC JRTs should consider including field testing of GRS/GRPs in their respective transboundary area during their transboundary exercises.	CANUSPAC and CANUSDIX JRTs	No info	No information
67	The CANUSDIX and CANUSPAC JRTs should consider including field testing of GRS/GRPs in their respective transboundary area during their transboundary exercises.	CANUSPAC and CANUSDIX JRTs	No info	No information
JCP/Annex-Mandated Transboundary Exercise Programs				
68	A standard transboundary exercise template should be used for both CANUSDIX and CANUSPAC, and should address all exercise issues identified in this Project Report (i.e., this page).	CANUSPAC and CANUSDIX TEPs	No info	No information
69	The CANUSPAC and CANUSDIX JRTs should consider including participation by representatives of Federally-recognized tribes and First Nations, representatives from shipping and oil handling industries, representatives of JRT member agencies, and other stakeholders likely to be involved at the Incident Command Post level in their respective transboundary exercises, as well as in transboundary exercise planning.	CANUSPAC JRT	Completed	Through CANUSPAC exercises Canadian First Nations and US Tribes, industry and others are engaged on Transboundary Spill issues. CANUSPAC 2016 included significant engage with Canadian First Nations and US Tribes on Transboundary Spill issues. Industry and others have, in the past, participated in CAN-US exercises.
		CANUSDIX JRT	No info	No information
		CANUSPAC and CANUSDIX TEPs	No info	No information
70	"Lessons Learned" from CANUSPAC and CANUSDIX exercises should be in a consistent format for both Annex areas and should include analyses of performance vis-à-vis plans, mutual aid agreements, and the stated goals of all exercise participants. These "Lessons Learned" summaries should be made available to the public on the Internet.	CANUSPAC and CANUSDIX TEPs	No info	No information
Membership of the CANUSPAC and CANUSDIX Joint Response Teams				
71	The CANUSPAC and CANUSDIX Joint Response Teams (JRTs) should examine inconsistencies between their memberships in order to determine whether any changes are needed. Names, titles, and contact information for JRT members should be reviewed and updated annually.	CANUSPAC and CANUSDIX JRTs	No info	No information
72	Names, titles and contact info for JRT members should be reviewed and updated annually.	CANUSPAC JRT	In Progress	JRT contact information, Names, Titles and contact information is regularly reviewed by JRT member organizations to ensure it is up to date.
		CANUSDIX JRT	No info	No information
Places of Refuge Decision-making in a Transboundary Response				
73	Both the CANUSDIX and CANUSPAC Joint Response Teams should consider developing guidelines for joint incident-specific Place of Refuge (POR) decision-making by the USCG Captain of the Port and the Transport Canada-Marine representative. This joint decision-making process should include providing information to and receiving information from representatives of appropriate agencies, Federally recognized tribes, First Nations, technical experts and stakeholders.	CANUSPAC and CANUSDIX JRTs	No info	No information
74	CANUSPAC resource agencies should consider developing guidelines for providing joint incident-specific recommendations by U.S. and Canadian Federal, Provincial, and State resource agency representatives to their respective USCG and TC-M/CCG incident command systems for POR decision-making. The CANUSDIX Resource Agency Guidelines should be considered as a template.	Trustee Agencies	No info	No information
75	Federally-recognized tribes and First Nations representatives in the CANUSDIX and CANUSPAC transboundary areas should consider developing guidelines for providing joint incident-specific recommendations to their respective USCG and TC-M/CCG incident command systems for Places of Refuge decision-making.	PGST	In Progress	Vessels at risk from propulsion, steerage, damage to rudder, damage to screw etc. should have priority access to sites such as Port Townsend, Port Angeles and other protected ship anchoring areas. Damaged and or leaking vessels with moderate to heavy spillage or leakage should not be allowed near Tribal areas of interest such as shellfish beds, reservations, important harvest areas etc. Tribal communication.
		Federally-Recognized Tribes and First Nations	No info	No information
76	Where not already done, U.S. federal and state agencies, Federally-recognized tribes, and stakeholders in Alaska and Washington should consider pre-identifying Potential Place of Refuge (PPOR) locations in their respective transboundary area which could be considered (among other locations as appropriate) on an incident-specific basis during POR decision-making.	CANUSPAC JRT	In Progress	PPOR planning is jointly coordinated in Southeast Alaska by Sector Juneau and the Alaska Department of Environmental Conservation (ADEC). As a lessons learned from the September 2011 CanUsDix exercise, the JRT requested that the U.S. coastal region of Dixon Entrance be evaluated for PPOR planning. Based on limited funding this is still a potential, as existing PPORs were coordinated during the 2008 to 2010 timeframe. The nearest U.S. pre-identified PPOR to Dixon Entrance would involve a transit of >20nm. The current status of PPORs is available online at: http://dec.alaska.gov/spar/PPR/plans/scp_se.htm

77	Where not already done, U.S. federal and state agencies , Federally-recognized tribes, and stakeholders in Alaska and Washington should consider pre-identifying Potential Place of Refuge (PPOR) locations in their respective transboundary areas, which could be considered (among other locations as appropriate) on an incident-specific basis during POR decision-making.	PGST	In Progress	Agree PPOR maps and detailed information should be shared to Tribes within Geographic Response Areas to pre-identify areas for phased use of vessels in need of PPOR. Three phases should be used in pre-identification, non leaking vessels with navigation, propulsion challenges would be phase A with most sites exceptable based on draft, etc. Phase B would be fewer areas for vessels with minor leakage needing PPOR. Phase C would be very limited areas for vessels with active leaks or spills of significance.
		AK DEC	In Progress	Alaska Regional Response Team (ARRT) work group considers PPOR.
		USCG	In Progress	PPOR planning is jointly coordinated in Southeast Alaska by Sector Juneau and the Alaska Department of Environmental Conservation (ADEC). As a lessons learned from the September 2011 CanUsDix exercise, the JRT requested that the U.S. coastal region of Dixon Entrance be evaluated for PPOR planning. Based on limited funding this is still a potential, as existing PPORs were coordinated during the 2008 to 2010 timeframe. The nearest U.S. pre-identified PPOR to Dixon Entrance would involve a transit of >20nm. The current status of PPORs is available online at: http://dec.alaska.gov/spar/PPR/plans/scp_se.htm
		Federally-Recognized Tribes and First Nations	No info	No information
		WA ECY	Other	Places of Refuge decision tool included in the the NWACP Section 9410. Potential POR locations have been identified but are not listed in the plan.
78	Canadian Federal and provincial agencies , First Nations, and stakeholders in British Columbia should consider identifying Potential Places of Refuge in their transboundary areas that could be considered (among other locations as appropriate) on an incident-specific basis during POR decision-making.	BC ENV	In Progress	
		PGST	In Progress	Pre-identified maps should be used whenever possible but incident specific final determinations should always be used within the criteria of phased site criteria mentioned above.
		TC	In Progress	Transport Canada is working closely with Canadian 1st Nations groups in trans-boundary areas, and other federal and provincial agencies on the west coast of Canada to develop places of refuge plans and protocols
		Federally-Recognized Tribes and First Nations	No info	No information
		Industry	No info	No information
79	U.S. and Canadian federal agencies should consider initial and continued consultation with Federally recognized tribes and First Nations on POR and PPOR documents developed to date for use in the CANUSDIX and CANUSPAC transboundary areas.	USCG	Completed	Tribal consultation is performed routinely when revisions to the Alaska Unified Plan and/or Southeast Alaska Subarea Contingency Plan occur.
		TC	In Progress	Transport Canada is working closely with Canadian 1st Nations groups to develop places of refuge plans and protocols. Once these are completed it is the expectation that these plans will be able to be considered for use during CANUSPAC and CANUSDIX trans-boundary areas.

Response Capabilities in Transboundary Areas (Equipment, Personnel and Plans)				
79.a.	CANUSPAC and CANUSDIX transboundary exercise scenarios should include calling and assessing the availability of larger equipment such as tugs and tractor-trucks on both sides of the border.	CANUSPAC and CANUSDIX TEPs	No info	No information
79.b.	The CANUSPAC and CANUSDIX Joint Response Teams should clarify what equipment is available and needed for aerial surveillance, including Canada's National Aerial Surveillance Program aircraft and the protocols to activate its use for Transboundary spill responses.	CANUSPAC and CANUSDIX TEPs	No info	No information
79.c.	The Joint Response Teams should promote cooperative U.S. and Canadian efforts to fund response technology initiatives addressing response challenges in the CANUSPAC and CANUSDIX areas, including on- water response capability in low-visibility conditions and 24/7 operations.	JRTs	No info	No information
79.e.	Response organizations covering the CANUSDIX and CANUSPAC annex areas should work with the U.S. and Canadian Coast Guard - as well as with Transport Canada and appropriate state and provincial agencies - to enhance response equipment capabilities in the transboundary operating areas.	OSROs	No info	No information
79.f.	The Canadian Coast Guard should consider establishing and maintaining an equipment inventory system with a link to the WRRL, as well as updating their Pacific Region Marine Spill Contingency Plan.	CCG	Not started	The Canadian Coast Guard will continue to consider adding equipment to the WRRL and updating the Western Region Marine Spill Contingency Plan.
79.g.	If the WRRL is merged into the U.S. Coast Guard's Response Resource Inventory (RRI), the U.S. Coast Guard should coordinate with the Canadian Coast Guard (CCG) to address inclusion of CCG resources for transboundary areas.	USCG	No info	No information
79.h.	The Alaska Department of Environment Conservation, the SE Alaska Petroleum Resource Organization (SEAPRO), and the Canadian Coast Guard should use the Western Response Resource List (WRRL) to list response equipment available in the CANUSDIX area.	AK DEC	Not started	This recommendation is a good one. The reorganization of the Division of Spill Prevention and Response and the new central response equipment warehouse in Anchorage gives the Department the foundation and staffing to pursue this recommendation.
		CCG	Not started	The Canadian Coast Guard will continue to consider adding equipment to the WRRL and updating the Western Region Marine Spill Contingency Plan.
79.i.	The CANUSDIX and CANUSPAC JRTs should establish and maintain websites with links for appropriate documents and website links, such as the Canada/U.S. Joint Marine Pollution Contingency Plan and appropriate annex, the SE Alaska SubArea Plan, the NW Area Plan, appropriate transboundary GRPs/GRSs, the WRRL, RRI, or other relevant equipment inventories, Regional Response Teams and Area Committees, and past exercises summaries.	CANUSPAC and CANUSDIX JRTs	No info	No information
79.j.	Environment Canada, the British Columbia Ministry of Environment and the Canadian Coast Guard should compare and coordinate their contingency plans to ensure compatibility.	ECCC	In Progress	Environment and Climate Change Canada (ECCC) is engaged and continues to collaborate with the Canadian Coast Guard (CCG) and the British Columbia Ministry of the Environment (BC MOE) to foster prevention, preparedness, and response to environmental emergencies. This includes work that contributes to clarifying, implementing and reviewing existing contingency plans or creating new ones. For examples please see 2011 Transboundary Report.
79.k.	U.S. and Canadian response teams and exercise planners should use Environmental Sensitivity Index (ESI) maps and/or ShoreZone mapping for exercises and drills.	OSROs and TEPs	No info	No information
79.l.	State, provincial and federal agencies should consider updating and maintaining baseline ecological and ESI biological resource information, including water column data, for the two transboundary areas at least every ten years.	State, provincial and federal agencies	No info	No information
80	The U.S. and Canadian Coast Guards should work with their Vessel Traffic Services, the British Columbia Chamber of Shipping and the Alaska and Puget Sound Marine Exchanges to periodically assess vessel traffic patterns and volumes in the CANUSPAC and CANUSDIX areas and determine whether there have been any significant changes in the risk levels for vessel incidents that could lead to oil spills in these areas. These periodic reports should be made available to state, provincial, and other federal agencies as well as to members of the JRTs so that the information may be utilized in contingency planning for the transboundary areas and to promote better targeting of prevention efforts.	USCG and CCG	Completed	Although this is not an explicit part of Harbor Safety Meetings, it is implicitly. Additionally, both the Procedures Committee and Joint Coordinating Group (JCG) of the Cooperative Vessel Traffic Services (CVTS) discuss these topics. Significant incidents that occurred, their cause, and lessons learned are reviewed at every meeting. If warranted, changes to procedures are made. Minutes from Harbor Safety Committee meetings are available on their web site. Although minutes of the Procedures Committee and JCG are not posted anywhere, they are releasable if desired. Finally, the latest meetings with respect to the Vessel Traffic Risk Analysis (VTRA) work group facilitated by Dr. VanDorp of Georgetown University considered these topics. When the final report has been released it will be publically available at www.pshsc.org.
81	When implementing the Congressional mandate in Section 711 of the U.S. Coast Guard Authorization Act of 2011 regarding a comparability analysis for the CANUSPAC area, specifically the comparison of oil spill response planning requirements, the USCG should consider expanding that analysis to include quantification of available response equipment on both sides of the transboundary area.	USCG	In Progress	See attached USCG Report to Congress entitled Response Capability Analysis for U.S. and Canadian Shared Waters.

Role of First Nations and Federally-recognized Tribes in Transboundary Oil Spill Planning and Response					
82	The Canadian and U.S. Coast Guards should consider identifying representatives of Federally-recognized tribes and First Nations who could be impacted if a transboundary spill occurred in the CANUSDIX or CANUSPAC areas. Once identified, the following steps should be considered: <ul style="list-style-type: none"> • 24/7 contact information should be maintained; • Their concerns should be identified and incorporated into transboundary planning; • They should be trained on how they would work within the response structure and how the flow of response-related information and input would take place; and • They should be notified of any spills as well as any significant threat of a spill in their areas of concern, following the activation of either the CANUSDIX or the CANUSPAC Annex. 	CCG	In Progress	The 2016 CANUSPAC exercise focused on engagement with US Tribes and Canadian First Nations and set the foundation for incorporating concerns into transboundary planning. In British Columbia Contact Information for alerting purposes in maintained by the Province of BC. The Canadian Coast Guard regularly engages with Indigenous communities and through the Oceans Protection Plan the Coast Guard will continue to work closely with coastal and Indigenous communities to enhance marine safety. For example, the Canadian Coast Guard will form new Indigenous Community Response Teams in British Columbia which will offer training for search and rescue, environmental response, and incident command. The Canadian Coast Guard will also create a new chapter of the CCG Auxiliary in British Columbia to support response to marine emergencies in Indigenous communities.	
		USCG	In Progress	Sector Juneau, as the designated FOSC for Southeast Alaska, routinely engages with Federally Recognized Tribes (FRTs) regarding oil spill preparedness opportunities and actual spills. The JCP and current staffing/funding levels do not generally facilitate expanding the scope of JRT activities to cover these topics.	
83	The USCG and CCG should continue inviting representatives of Federally-recognized tribes and First Nations to participate in CANUSDIX and CANUSPAC-related planning activities, exercises and evaluations.	CCG	In Progress	CANUSPAC 2016 focused on bringing Canadian and United States First Nations together to discuss their role and perspectives in a transboundary spill incident. CCG's intention is to continue to seek participation of Canadian First Nations in CANUSDIX and CANUSPAC exercise activities as appropriate. Furthermore, through the Oceans Protection Plan, the Government of Canada, including the Canadian Coast Guard, will work with coastal Indigenous communities and British Columbia to develop a new regional response plan in northern British Columbia.	
		USCG	In Progress	FRTs are invited to JRT activities as appropriate to the topics/ objectives being addressed.	
84	British Columbia response agencies should develop a policy defining protocols to expedite notifications to First Nations of any spills that could impact them. The agreement should include contact information for regional First Nations (including transboundary First Nations), should determine that potentially impacted First Nations be notified immediately and should determine who is responsible for making the notifications.	BC ENV	In Progress		
85	The U.S. and Canadian Coast Guards as well as appropriate state and provincial agencies should work with Federally-recognized Tribes or First Nations to clarify what funding mechanisms are available to support their participation in Transboundary spill planning and exercises.	BC ENV	In Progress		
	The U.S. and Canadian Coast Guards as well as appropriate state and provincial agencies should work with Federally-recognized Tribes or First Nations to clarify what funding mechanisms are available to support their participation in Transboundary spill planning and exercises.	AK DEC	Other	Given current Alaska state of economics, there is no state funding available to support tribal participation in Transboundary spill planning and exercises.	
86	The U.S. and Canadian Coast Guards as well as appropriate state and provincial agencies should work with Federally-recognized Tribes or First Nations to clarify what funding mechanisms are available to support their participation in Transboundary spill planning and exercises.	WA ECY	In Progress	Outreach through tribes has been a comprehensive effort through the Northwest Area Committee, and there has been some effort to clarify what funding mechanisms are available. This has also happened on a case-by-case basis as as tribes participate with spill responses.	
87	The U.S. and Canadian Coast Guards as well as appropriate state and provincial agencies should work with Federally recognized Tribes or First Nations to clarify their access to response cost recovery through the U.S. Oil Pollution Act of 1990 or Canada's Ship Source Oil Pollution Fund.	BC ENV	In Progress		
		CCG	In Progress	Through the Oceans Protection Plan, further work will be undertaken to amend the Ship-Source Oil Pollution Fund to ensure adequate compensation is available quickly for those affected by oil spills, including responders in Indigenous communities.	
		AK DEC	In Progress	ADEC agrees this is an important task and steers tribes to the appropriate Sector Financial Sections.	
		WA ECY	In Progress	Outreach through tribes has been a comprehensive effort through the NWAC and there has been some effort to clarify tribal access to the National Pollution Liability Trust Fund. This has also happened on a case-by-case basis as as tribes participate with spill responses.	
		USCG	Other	Sector Juneau, as the designated FOSC Southeast Alaska, routinely engages with FRTs regarding oil spill preparedness. The JCP and current staffing/funding levels do not generally facilitate expanding the scope of JRT activities to cover this topic. The National Pollution Funds Center provides funding guidance and can serve to address questions presented by Federally recognized tribes. Funding guidance is available at https://www.uscg.mil/npsc/Publications/default.asp .	
Volunteer Management Plans for Transboundary Areas					
87.a.	The CANUSPAC and CANUSDIX Joint Response Teams should consider updating references to volunteer management policies in the CANUSDIX and CANUSPAC annexes as needed.	CANUSPAC and CANUSDIX JRTs	No info		
87.b.	The NW Area Committee should update Section 4340.2 of the NW Area Contingency Plan to include reference to both the Olympic Coast National Marine Sanctuary and the COASST program as recognized volunteer management organizations.	NWAC	No info	No information	
87.c.	Washington State should improve funding to the Departments of Ecology and Fish and Wildlife for volunteer training and management.	WSL	No info		
87.d.	The CANUSPAC and CANUSDIX Joint Response Teams should consider including volunteer management decision-making scenarios in transboundary exercises.	CANUSPAC and CANUSDIX JRTs	No info		

Waste Management for Transboundary Areas				
88	The CANUSPAC and CANUSDIX Joint Response Teams should each charter a Transboundary Marine/Inland Waste Management working group to address the various planning issues surrounding emergency waste management. The relevant State/Provincial agencies should co-chair the group and membership should include all relevant agency, OSRO and private entities (the latter serving as technical experts) from both Canada and the BC First Nations, Federally-recognized Tribes, local governments, border security agencies, and private industry should be invited to participate in the development of plans, operational checklists, waste collection/disposal options, border protocols, MOUs, etc. Annual meetings of the group could coincide with CANUS Annex activities.	CANUSPAC and CANUSDIX JRTs	No info	No information
		AK DEC	Not started	This had started in 2006 however, the BC MOE member left Provincial service. Additionally this was an ad hoc effort with only Alaska and BC. Needs to be restarted as a formal working group by the CANUSDIX JRT.
		BC ENV	Not started	
		WA ECY	Not started	Disposal Guidance for Washington State and Oregon state can be found in the NWACP section 9405
89	The CANUSDIX Waste Management Working Group should continue to refine the BC-Alaska Waste Management Plan template.	BC ENV	In Progress	
		AK DEC	Not started	Needs to be re-started as a formal work group of the CANUSDIX JRT
90	The CANUSPAC Waste Management Working Group should consider adapting the BC-Alaska Waste Management Plan template for the U.S.-Washington situation. The template should be vetted with both Canadian and U.S. Customs to ensure feasibility and avoid critical delays of inland and marine waste management operations at security checkpoints. First Nations, Federally-recognized Tribes, local governments, and private stakeholders along the BC-Washington border should be consulted and existing waste management plans incorporated.	BC ENV	Not started	
		BC ENV	Not started	
		WA ECY	Not started	
91	The Waste Management Plans for both transboundary areas should include the following provisions: <ul style="list-style-type: none"> • Mutually-agreeable locations (on both sides of the border) for recycling of oily wastes. • Joint plans for the selection of mutually-agreeable locations on both sides of the border for in-situ (at or near site) oily waste treatment that includes (but is not limited to) environmentally-sound and practical oiled woody-debris burning, oiled debris/sediment land-farming, and portable incineration. Locations selected for staging should be available in a GIS format that can be utilized at the operations and planning levels. For full recommendation see 2011 Transboundary Report. 	AK DEC	Not started	Needs to be re-started as a formal work group of the CANUSDIX JRT
		WA ECY	Not started	
92	With regard to the movement of oily wastes across borders, the CANUSPAC and CANUSDIX JRTs should ensure participation of the Canadian and U.S. Border security agencies at the ICP level during transboundary tabletop exercises.	CANUSPAC TEPs	Completed	CANUSPAC JRT: This was done during the 2015 TTX.
		CANUSDIX TEP	No info	No information
93	It is recommended that the State and Provincial agencies be responsible for working with the Coast Guards on incorporating waste management into the CANUSDIX and CANUSPAC exercises.	AK DEC	In Progress	Waste Mgt was incorporated in the last CANUSDIX exercise in Ketchikan, ca. 2009.
		BC ENV	Not started	
		WA ECY	Not started	
Wildlife Response Capabilities in Transboundary Areas				
94	The CANUSPAC JRT should charter a workgroup to develop CANUSPAC <i>Wildlife Response Guidelines</i> . The key elements of the CANUSDIX <i>Wildlife Response Guidelines</i> should serve as a template to develop similar guidelines for the Washington/British Columbia border. For full recommendation see 2011 Transboundary Report.	CANUSPAC JRT	Completed	CANUSPAC JRT: Completed and included in latest version of the CANUSPAC Annex.
95	The inventory of wildlife facilities for the Dixon Entrance should be expanded to include Haida Gwaii (the Queen Charlotte Islands) during the next revision of the CANUSDIX Wildlife Response Guidelines.	CANUSDIX JRT	No info	No information
96	Transport Canada should amend the Canada Shipping Act to include Response Organization requirements to develop the capability to address oiled wildlife during a spill response.	TC	Completed	Transport Canada currently requires Canadian certified response organizations by regulation to have equipment for scaring off birds from oil spill locations and to incorporate in their plans the measures available in support of wildlife rehabilitative activities of agencies that are certified in Canada to carry out mammal and bird rehabilitative activities at the time of an oil spill.
97	CANUSPAC wildlife agencies in Canada and the United States should review the existing permit and other requirements for the cross-border transfer of oiled wildlife and determine if additional measures are required to facilitate the cross-border rehabilitation and release of oiled wildlife in a transboundary spill.	Trustee Agencies	No info	No information

Appendix C. No Information

Topic Paper	Rec #	Recommendation	Implementing Entity
COMMAND			
Coordination of Canadian/U.S. Response Structures and Command Posts	2	The CANUSPAC and CANUSDIX Joint Response Teams (JRTs) should consider establishing a joint working group to review all coordination issues related to separate command posts (including review of the work done by the CANUSLANT JRT) and should consider adopting consistent policies for both annex areas, since having one standard in the region would enhance planning and promote more efficient use of resources.	CANUSPAC and CANUSDIX JRTs
	3	Regardless of which Incident Management System is in place, there are a number of roles and responsibilities that are consistent on both sides of the border. The following role linkages should be considered, discussed and formalized by the working group recommended above, if deemed appropriate. The two Command Centers and the Incident Commanders or On-Scene Coordinators should coordinate their planning processes and schedules as well as their response activities to the extent that it improves the response. For full recommendation see 2011 Transboundary Report.	CANUSPAC and CANUSDIX JRTs
	4	The CANUSPAC and CANUSDIX JRTs should consider establishing a Joint Working Group on Forms and Documentation Procedures. This Working Group should survey the British Columbia Provincial response agencies, Environment Canada, Transport Canada, Washington and Alaska state response agencies, the two U.S. Regional Response Teams, response organizations, and others participating in transboundary exercises to determine whether any conflicts have been noted with the use of RMS and ICS forms and what solutions were developed, if any. For full recommendation see 2011 Transboundary Report.	CANUSPAC and CANUSDIX JRTs
	5	Potential RPs should anticipate the need to have representation in both the U.S. and Canadian command posts during a transboundary response, and should be familiar with the differences in their roles on either side of the border, i.e., as the Incident Commander in Canada and as the RP's Incident Commander as part of a Unified Command in the US.	Industry
	6	Recognizing that in a transboundary spill response the ICPs will be staffed and run by the RP and its response organization according to their spill response plans, the shipping industry and oil handling facilities near the Transboundary borders and the response organizations serving these areas should address issues identified in this Project Report, such as: <ul style="list-style-type: none"> Recognizing the differences between the U.S. and Canadian approaches and capabilities to manage an oil spill. For full recommendation see 2011 Transboundary Report. 	Industry
	Initial Notifications and Activation of the Joint Contingency Plan	7	Insofar as the CANUSDIX activation scenarios are more comprehensive (e.g. consideration of other factors and pollution origins beyond both areas of concern), the CANUSPAC JRT should consider these as a model for revisions to Section VII of their Annexes.
8		Both the CANUSDIX and CANUSPAC JRTs should consider drilling the notification procedures for each of the various scenarios provided for in their annex as well as notifications to other agencies and organizations involved in any drill, documenting all lessons learned and recommending improvements to the annexes as warranted.	CANUSPAC and CANUSDIX TEPs
9		Updated contact information for spill notifications should be maintained regularly in both the CANUSDIX and CANUSPAC annexes.	CCG
Integrating State, Provincial, Local Government, Landowner and Tribal Interests into U.S. and Canadian Command Posts	10	The CANUSPAC and CANUSDIX JRTs - as well as potential RPs and their ROs - should consider exercising the integration of state/provincial/tribal/aboriginal/local government/landowner and other stakeholder interests into Command Centers during their drills.	CANUSPAC and CANUSDIX TEPs
	11	The use of liaison officers to represent stakeholder interests in both command posts should be specified in both the CANUSDIX and CANUSPAC annexes in order to indicate that additional liaison officers are needed beyond those representing the two Command Centers.	CANUSPAC and CANUSDIX JRTs
Media Coordination between Command Posts	12	Following is a set of recommendations regarding how the CANUSPAC and CANUSDIX JRTs should consider improving efforts to coordinate, compile, approve and distribute public information during an international oil spill of significance: <ul style="list-style-type: none"> Convene an annual meeting involving Public Information Officers on both sides of the border and the NWAC Media Communications and Outreach Workgroup to address the regulatory environment and philosophical approaches to communication during an oil spill response. For full recommendation see 2011 Transboundary Report. 	CANUSPAC and CANUSDIX JRTs
	12.a.	Following is a list of issues that should be considered by the Transboundary Public Information Officer Team: JIC <ul style="list-style-type: none"> Who "controls" the information? How will information be coordinated for factual consistency? For full recommendation see 2011 Transboundary Report. 	Transboundary Public Information Officer Team (?)
Natural Resource Damage Assessments	13	CANUSPAC and CANUSDIX exercise planners should consider including NRDA components in future Transboundary exercise scenarios.	CANUSPAC and CANUSDIX TEPs
	15	The CANUSDIX and CANUSPAC JRTs should consider promoting consistency in how the NRDA Team's relationships to the response management structures are outlined in all spill response guidance by: <ul style="list-style-type: none"> Promoting integration of the NRDA process early in the response. For full recommendation see 2011 Transboundary Report. 	CANUSPAC and CANUSDIX JRTs
Security Coordination During a Transboundary Spill	16	The CANUSPAC and CANUSDIX Joint Response Teams should consider reviewing the lessons learned from the cooperative efforts between the U.S. and Canada for the 2010 Olympics, in order to determine whether any lessons are transferable to the oil spill response plans for the CANUSPAC and CANUSDIX border areas.	CANUSPAC and CANUSDIX JRTs
Transboundary Coordination During a Decision to Take Over Spill Management from an RP	17	CANUSDIX and CANUSPAC transboundary exercises planners should consider including a scenario involving the assumption of command from a Responsible Party by either Coast Guard.	CANUSPAC and CANUSDIX TEPs
Transboundary Coordination for an Orphan Spill	17.a.	The U.S. and Canadian Coast Guards should clarify protocols facilitating the rapid movement of on-water respondign resources from the "source nation" across the border into an adjacent nation to pursue an orphan spill, since the initial responding nation is most likely to have resources already on-scene. If on-scene response resources are allowed to cross the border as needed to maintain an aggressive response at the "epicenter" of the spilled oil, more oil would be recovered before it comes ashore on either side of the border.	USCG and CCG

FINANCE			
Claims, Cost Recovery, Financial Reciprocity & Finance Section Coordination	18	During both Transboundary exercises and actual response operations, RPs and their representatives should consider working closely with the response organizations, federal, state and provincial agencies and the Finance Sections in both Command Centers to ensure that there is no duplication of activity costs and claims and to ensure timely tracking of all costs.	Industry
	19	If an RO is working for and being paid by a lead RO, both ROs should consider working together in all sections – including Finance – at both Command Centers, as the work assignments issued pursuant to the daily Incident Action Plans may involve a mix of RO personnel/equipment.	OSROs
	20	The CANUSDIX and CANUSPAC Joint Response Teams should consider testing cost recovery issues during Transboundary exercises and should consider including representatives of relevant federal, provincial, and state agencies in the Finance Sections during the exercises.	CANUSPAC and CANUSDIX TEPs
	21	To help resolve cost-recovery issues in both the U.S. and Canada, key state, provincial and federal agencies – as well as industry - should endeavor to improve agreement on required response actions. Government agencies' advice and directions to the RP should be based on agency authorities and responsibilities, best professional judgment and expert scientific opinion in consideration of the RP's legal obligations.	CCG Industry
Response Funding Regimes	21.c.	The government of Canada should examine the existing lack of dedicated response funds and the impacts it may have on federal agencies' as well as First Nations' ability to lead and or participate in the response to a spill and take the appropriate actions when a Responsible Party is unable, unwilling or unidentified. The government of Canada should examine potential changes to the Canadian Ship Source Oil Pollution Fund that would enable the lead federal agency to access the fund proactively, as is the case for the U.S. Coast Guard in its ability to access response funding from the U.S. Oil Spill Liability Trust Fund, as a possible solution.	CFG
LOGISTICS			
Pre-identification of Command Center locations	25	The Southeast Subarea Contingency Plan Logistics Group should consider verifying Incident Command Post (ICP) locations in Southeast Alaska on an annual basis and updating ICP information as appropriate. This group should also consider working with local governments and industry to identify ICP locations which could be used in remote areas during a Transboundary response.	Other
	26	Western Canada Marine Response Corporation (WCMRC) should consider verifying Incident Command Post (ICP) locations in British Columbia on an annual basis and updating ICP information in the eight reference and resource information plans of the Western Canada Marine Response Corporation plan, as necessary. WCMRC should continue to work with local governments and industry to identify ICP locations which could be used in remote areas during a Transboundary response.	OSROs
Procedures for Moving People and Equipment across Borders for Emergency Situations	27	The existing customs procedures for emergency response personnel and equipment entering either the U.S. or Canada are adequate and should be tested regularly during both OSRO and CANUSDIX and CANUSPAC Annex exercises so that border agency and response personnel are familiar with them.	CANUSPAC and CANUSDIX TEPs
Remote Location Issues	28	The CANUSDIX and CANUSPAC Joint Response Teams should each consider chartering a Remote Areas Working Group whose members include at least one representative from the State, the Province, both Coast Guards and other U.S. and Canadian federal agencies as appropriate. This Remote Areas Working Group should be tasked to implement the following steps (For full recommendation see 2011 Transboundary Report.	CANUSPAC and CANUSDIX JRTs
Coordination of Operations Documentation	34	The CANUSPAC and CANUSDIX Joint Response Teams should determine the legal aspects of sharing transboundary response information, the implications of different federal, provincial and state standards for responding to information requests, and the costs associated with such requests.	CANUSPAC and CANUSDIX JRTs
	35	Transboundary planners should ensure that objectives for future drills and exercises include the execution of a plan to distribute all documentation to involved parties.	CANUSPAC and CANUSDIX TEPs
Coordination of Operations Documentation	36	WCMRC, SEAPRO, MSRC, WSMC and other response contractors operating in the CANUSDIX and CANUSPAC transboundary areas should continue to identify and solve equipment compatibility issues. Specifically, they should: <ul style="list-style-type: none"> • Continue to stock adaptors that allow connections to be made for different size and types of boom; • Continue to exercise and train together to identify any potential compatibility issues; and • Continue to order equipment with common equipment specifications to ensure equipment compatibility. 	NRC
Mutual Aid Plans, Agreements and Arrangements	39	The Association of Petroleum Industry Coop Managers (APICOM) should review their Mutual Aid agreement in order to identify and address any challenges regarding mutual aid issues for the U.S./Canadian transboundary areas.	NRC
Responder Immunity and Worker Liability Issues	42	WCMRC's mutual aid partners in the US should apply to Transport Canada as soon as possible for approved responder status.	SEAPRO
	43	Because clear standards are needed from both the U.S. and Canadian governments regarding responder Immunity for foreign workers and vessels, the CANUSDIX and CANUSPAC Joint Response Teams should review and upgrade their annexes to include clear "how to" steps and/or references to U.S. and Canadian responder immunity procedures and protocols.	CANUSPAC and CANUSDIX JRTs
Transboundary Traffic Control (vessels, aircraft, vehicles) during response	54	Response organizations and contractors covering the transboundary areas are encouraged to equip their dedicated spill response vessels with AIS systems for tracking purposes; they should also investigate the availability of portable GPS tracking devices.	NRC
	55	Vessels of opportunity used in a transboundary spill response should continue to work in Task Force Groups, with the lead vessels provided with AIS or GPS transponders for tracking purposes.	NRC
Utilizations of Fishermen for oil recovery	58	MSRC and WCMRC should continue to work with their appropriate governing agencies to clarify whether moving NRV and FOSET resources across the border for a transboundary spill response would be subject to the same issues as other response organization resources, including: <ul style="list-style-type: none"> • Ensuring that fishing vessel crews are trained to meet applicable safety training and legal requirements of state, provincial and federal laws. For full recommendation see 2011 Transboundary Report. 	MSRC

Closure of Fisheries During Transboundary Spill Response	59	The CANUSPAC and CANUSDIX JRTs should consider tracking development of coordinated transboundary fishery closure protocols by the CANUSLANT JRT. They should then consider them as a model for adding similar protocols to the CANUSDIX and CANUSPAC Annexes.	CANUSPAC and CANUSDIX JRTs
	60	Once coordinated transboundary fishery closure protocols are in place in both annexes, the CANUSPAC and CANUSDIX JRTs should test them in exercises.	CANUSPAC and CANUSDIX TEPs
Coordination of Canadian/U.S. Response Structures and Command Posts	60.a.	In considering the results of their survey, the Joint Working Group on Forms and Documentation Procedures should consider establishing a formal process and timetable to be adhered to by both Command Centers during a response. This would include: • A standard meeting schedule (between the USCG/CCG and others in command) with specific documentation requirements. For full recommendation see 2011 Transboundary Report.	Joint Working Group on Forms and Documentation Procedures
Dispersant and Insitu Burning Decision-Making	62	The CANUSDIX and CANUSPAC JRTs should both develop guidelines focused on achieving <u>joint</u> decisionmaking between the U.S. and Canadian Incident Command Posts for the use of either dispersants or <i>in-situ</i> burning. These guidelines should provide for input from representatives of appropriate agencies, Federally-recognized tribes, First Nations, technical experts, and stakeholders.	CANUSPAC and CANUSDIX JRTs
	63	The CANUSPAC resource agencies should consider developing guidelines for providing <u>joint</u> incident-specific recommendations to their respective USCG and CCG incident command systems for dispersant use and <i>in-situ</i> burning decision-making. The CANUSDIX <i>Resource Agency Guidelines</i> should be considered as a template.	CANUSPAC JRT Trustee Agencies
	64	Federally-recognized tribes and First Nations in the CANUSPAC and CANUSDIX areas should develop guidelines for providing <u>joint</u> incident-specific recommendations to their respective USCG and CCG incident command posts for dispersant use and <i>in-situ</i> burning decision-making.	Federally-Recognized Tribes and First Nations
	65	Both the CANUSPAC and CANUSDIX JRTs should drill these transboundary consultation and decisionmaking procedures for <i>in-situ</i> burning and dispersant use during joint exercises. Federally-recognized tribes and First Nations should be invited to participate in dispersant use and <i>in-situ</i> burning exercises to drill their protocols.	CANUSPAC and CANUSDIX TEPs
Geographic Response Plans and Strategies for Transboundary Areas	66	The CANUSPAC and CANUSDIX JRTs should consider encouraging existing work groups on both sides of the border to develop GRSs/GRPs where needed for their respective transboundary area, with a particular priority on the Portland Canal area between British Columbia and Alaska. The CANUSDIX and CANUSPAC JRTs should consider including field testing of GRS/GRPs in their respective transboundary area during their transboundary exercises.	CANUSPAC and CANUSDIX JRTs
	67	The CANUSDIX and CANUSPAC JRTs should consider including field testing of GRS/GRPs in their respective transboundary area during their transboundary exercises.	CANUSPAC and CANUSDIX JRTs
JCP/Annex-Mandated Transboundary Exercise Programs	68	A standard transboundary exercise template should be used for both CANUSDIX and CANUSPAC, and should address all exercise issues identified in this Project Report (i.e., this page).	CANUSPAC and CANUSDIX TEPs
	69	The CANUSPAC and CANUSDIX JRTs should consider including participation by representatives of Federally-recognized tribes and First Nations, representatives from shipping and oil handling industries, representatives of JRT member agencies, and other stakeholders likely to be involved at the Incident Command Post level in their respective transboundary exercises, as well as in transboundary exercise planning.	CANUSPAC and CANUSDIX JRTs
		The CANUSPAC and CANUSDIX JRTs should consider including participation by representatives of Federally-recognized tribes and First Nations, representatives from shipping and oil handling industries, representatives of JRT member agencies, and other stakeholders likely to be involved at the Incident Command Post level in their respective transboundary exercises, as well as in transboundary exercise planning.	CANUSPAC and CANUSDIX TEPs
70	“Lessons Learned” from CANUSPAC and CANUSDIX exercises should be in a consistent format for both Annex areas and should include analyses of performance vis-à-vis plans, mutual aid agreements, and the stated goals of all exercise participants. These “Lessons Learned” summaries should be made available to the public on the Internet.	CANUSPAC and CANUSDIX TEPs	
Membership of the CANUSPAC and CANUSDIX Joint Response Teams	71	The CANUSPAC and CANUSDIX Joint Response Teams (JRTs) should examine inconsistencies between their memberships in order to determine whether any changes are needed. Names, titles, and contact information for JRT members should be reviewed and updated annually.	CANUSPAC and CANUSDIX JRTs
	72	Names, titles and contact info for JRT members should be reviewed and updated annually.	CANUSPAC and CANUSDIX JRTs
Places of Refuge Decision-making in a Transboundary Response	73	Both the CANUSDIX and CANUSPAC JRTs should consider developing guidelines for <u>joint</u> incident-specific Place of Refuge (POR) decision-making by the USCG Captain of the Port and the Transport Canada-Marine representative. This joint decision-making process should include providing information to and receiving information from representatives of appropriate agencies, Federally recognized tribes, First Nations, technical experts and stakeholders.	CANUSPAC and CANUSDIX JRTs
	74	CANUSPAC resource agencies should consider developing guidelines for providing <u>joint</u> incident-specific recommendations by U.S. and Canadian Federal, Provincial, and State resource agency representatives to their respective USCG and TC-M/CCG incident command systems for POR decision-making. The CANUSDIX <i>Resource Agency Guidelines</i> should be considered as a template.	Trustee Agencies
	75	Federally-recognized tribes and First Nations representatives in the CANUSDIX and CANUSPAC transboundary areas should consider developing guidelines for providing <u>joint</u> incident-specific recommendations to their respective USCG and TC-M/CCG incident command systems for Places of Refuge decision-making.	Federally-Recognized Tribes and First Nations
	77	Where not already done, U.S. federal and state agencies, Federally-recognized tribes, and stakeholders in Alaska and Washington should consider pre-identifying Potential Place of Refuge (PPOR) locations in their respective transboundary area which could be considered (among other locations as appropriate) on an incident-specific basis during POR decision-making.	Federally-Recognized Tribes and First Nations
	78	Canadian Federal and provincial agencies, First Nations, and stakeholders in British Columbia should consider identifying Potential Places of Refuge in their transboundary areas that could be considered (among other locations as appropriate) on an incident-specific basis during POR decision-making.	Industry Federally-Recognized Tribes and First Nations

Response Capabilities in Transboundary Areas (Equipment, Personnel and Plans)	79.a.	CANUSPAC and CANUSDIX transboundary exercise scenarios should include calling and assessing the availability of larger equipment such as tugs and tractor-trucks on both sides of the border.	CANUSPAC and CANUSDIX TEPs
	79.b.	The CANUSPAC and CANUSDIX JRTs should clarify what equipment is available and needed for aerial surveillance, including Canada's National Aerial Surveillance Program aircraft and the protocols to activate its use for Transboundary spill responses.	CANUSPAC and CANUSDIX TEPs
	79.c.	The Joint Response Teams should promote cooperative U.S. and Canadian efforts to fund response technology initiatives addressing response challenges in the CANUSPAC and CANUSDIX areas, including on- water response capability in low-visibility conditions and 24/7 operations.	JRTs
	79.e.	Response organizations covering the CANUSDIX and CANUSPAC annex areas should work with the USG and CCG - as well as with TC and appropriate state and provincial agencies - to enhance response equipment capabilities in the transboundary operating areas.	OSROs
	79.g.	If the WRRL is merged into the USCG's Response Resource Inventory (RRI), the USCG should coordinate with the CCG to address inclusion of CCG resources for transboundary areas.	USCG
	79.i.	The CANUSDIX and CANUSPAC JRTs should establish and maintain websites with links for appropriate documents and website links, such as the Canada/U.S. Joint Marine Pollution Contingency Plan and appropriate annex, the SE Alaska SubArea Plan, the NW Area Plan, appropriate transboundary GRPs/GRSs, the WRRL, RRI, or other relevant equipment inventories, Regional Response Teams and Area Committees, and past exercises summaries.	CANUSPAC and CANUSDIX JRTs
	79.j.	EC, the BCEnv, and the CCG should compare and coordinate their contingency plans to ensure compatibility.	ECCC
	79.k.	US and Canadian response teams and exercise planners should use Environmental Sensitivity Index (ESI) maps and/or ShoreZone mapping for exercises and drills.	OSROs and TEPs
	79.l.	State, provincial, and federal agencies should consider updating and maintaining baseline ecological and ESI biological resource information, including water column data, for the two transboundary areas at least every ten years.	State, provincial and federal agencies
Volunteer Management Plans for Transboundary Areas	87.a.	The CANUSPAC and CANUSDIX Joint Response Teams should consider updating references to volunteer management policies in the CANUSDIX and CANUSPAC annexes as needed.	CANUSPAC and CANUSDIX JRTs
	87.b.	The NWAC should update Section 4340.2 of the NW Area Contingency Plan to include reference to both the Olympic Coast National Marine Sanctuary and the COASST program as recognized volunteer management organizations.	NWAC
	87.c.	Washington State should improve funding to the Departments of Ecology and Fish and Wildlife for volunteer training and management.	WA ECY
	87.d.	The CANUSPAC and CANUSDIX Joint Response Teams should consider including volunteer management decision-making scenarios in transboundary exercises.	CANUSPAC and CANUSDIX JRTs
Waste Management for Transboundary Areas	88	The CANUSPAC and CANUSDIX Joint Response Teams should each charter a Transboundary Marine/Inland Waste Management working group to address the various planning issues surrounding emergency waste management. The relevant State/Provincial agencies should co-chair the group and membership should include all relevant agency, OSRO and private entities (the latter serving as technical experts) from both Canada and the BC First Nations, Federally-recognized Tribes, local governments, border security agencies, and private industry should be invited to participate in the development of plans, operational checklists, waste collection/disposal options, border protocols, MOUs, etc. Annual meetings of the group could coincide with CANUS Annex activities.	CANUSPAC and CANUSDIX JRTs
	92	With regard to the movement of oily wastes across borders, the CANUSPAC and CANUSDIX JRTs should ensure participation of the Canadian and U.S. Border security agencies at the ICP level during transboundary tabletop exercises.	CANUSPAC and CANUSDIX TEPs
Wildlife Response Capabilities in Transboundary Areas	95	The inventory of wildlife facilities for the Dixon Entrance should be expanded to include Haida Gwaii (the Queen Charlotte Islands) during the next revision of the CANUSDIX Wildlife Response Guidelines.	CANUSDIX JRT
	97	CANUSPAC wildlife agencies in Canada and the United States should review the existing permit and other requirements for the cross-border transfer of oiled wildlife and determine if additional measures are required to facilitate the cross-border rehabilitation and release of oiled wildlife in a transboundary spill.	Trustee Agencies

Appendix D. Implementing Entities

Type of Entity	#	Entity	Acronym
Coast Guard	1	Canadian Coast Guard	CCG
	2	United States Coast Guard	USCG
Federal Agency / Entity	3	Transport Canada	TC
	4	Canadian Federal Government	CFG
Federally Recognized First Nations (Canada)	5	BC Assembly of First Nations	BC AFN
	6	Beecher Bay Indian Band	BBIB
	7	Council of the Haida Nation	CHN
	8	First Nations Leadership Council	FNLC
	9	Haida Tribal Society	HTS
	10	Hul'qumi'num Treaty Group	HTG
	11	Lax Kwalaams	LK
	12	Metlakatla Band	MB
	13	Musqueam First Nation	MFN
	14	Nisga'a Nation	NN
	15	North Coast-Skeena First Nations Stewardship Society	NC-S FNSS
	16	Saanich Tribes	Saanich
	17	Semiahmoo First Nation	SFN
	18	Squamish FN	Squamish
	19	Suquamish Indian Tribe of the Port Madison Reservation	SIT-PMR
	20	Tsawwassen First Nation	Tsa FN
	21	Tseil-waututh First Nation	Tse-w FN
	22	Union of BC Indian Chiefs	U of BCIC
	Federally- Recognized Tribes (United States)	23	Central Council Tlingit & Haida Indian Tribes
24		Craig Tribal Association	CTA
25		Hydaburg Cooperative Association	HCA
26		Jamestown S'Klallam Tribe	JSKT
27		Ketchikan Indian Corporation	KIC
28		Klawock Cooperative Association	KCA
29		Lower Elwha Klallam Tribe	LEKT
30		Lummi Nation	Lummi
31		Makah Tribe	Makah
32		Metlakatla Indian Community Council	MICC
33		Muckleshoot Indian Tribe	Muckleshoots
34		Nisqually Indian Tribe	Nisqually
35		Nooksack Indian Tribe	Nooksack IT
36		Northwest Indian Fisheries Commission	NWIFC
37		Organized Village of Kasaan	Kasaan
38		Organized Village of Saxman	Saxman
39		Port Gamble S'Klallam Tribe	PGST
40		Puyallup Tribe of the Puyallup Reservation	PT-PR
41		Quilleute Indian Tribe	QIT
42		Samish Indian Nation	Samish
43		Sauk-Suiattle Indian Tribe	SSIT
44		Skokomish Tribe	Skokomish
45		Snoqualmie Indian Tribe	Snoqualmie
46		Squaxin Island Tribe	Sq Island
47		Stillaguamish Tribe of Indians of Washington	Stillagaumish
48		Suquamish	Suquamish
49		Swinomish Indian Tribal Community	Swinomish
50		Tulalip Tribes	Tulalips
51		Upper Skagit Indian Tribe	Upper Skagit

Industry	52	BC Chamber of Shipping	BC COS
	53	BC Council of Marine Carriers	BC COMC
	54	BP Cherry Point	BP Cherry Point
	55	Canadian Association of Petroleum Producers	CAPP
	56	Island Tug and Barge	IT&B
	57	Kinder Morgan - Vancouver Wharves	KM-VW
	58	Port Metro Vancouver	PMV
	59	Port of Prince Rupert	POPR
Joint Response Team	60	CANUSDIX Joint Response Team	CANUSDIX JRT
	61	CANUSPAC Joint Response Team	CANUSPAC JRT
Northwest Area Committee	62	NW Area Committee and/or Region 10 RRT	NWAC
Oil Spill Response Organizations (OSROs)	63	Marine Spill Response Corporation	MSRC
	64	National Response Corporation	NRC
	65	Southeast Alaska Petroleum Response Organization	SEAPRO
	66	Western Canada Marine Response Corporation	WCMRC
Other	67	Joint Working Group on Forms and Documentation Procedures	JWG-F&DP
	68	Transboundary Public Information Officer Team	TPIOT
State / Provincial Task Force	69	Pacific States/BC Oil Spill Task Force	BC/States TF
State Legislature	70	Washington State Legislature	WSL
State or Provincial Agency	71	Alaska Department of Environmental Conservation	AK DEC
	72	British Columbia Ministry of Environment	BC ENV
	73	Washington Department of Ecology	WA ECY
Transboundary Exercise Planners	74	CANUSDIX Transboundary Exercise Planners	CANUSDIX TEP
Transboundary Exercise Planners	75	CANUSPAC Transboundary Exercise Planners	CANUSPAC TEP
Trustee Agencies	76	Dept of Fisheries and Oceans Canada	DFO
	77	Environment and Climate Change Canada	ECCC
	78	National Oceanic and Atmospheric Administration (U.S.)	NOAA

Appendix E. Survey Questions

Survey Questions

1. For each recommendation, please provide input on the implementation status.

Response options include:

- a. Completed (when?)
- b. In progress
- c. Not yet started
- d. Other

Please provide additional information as needed.

2. Have there been any significant changes since 2011 in your organization's planning and response activities, or new developments in the risk picture, which the Task Force should be aware of?
3. The Task Force was established to help advance the region's overall planning and response capabilities. Are there any activities or actions that the Task Force could help your organization address to advance its planning and response capabilities?
4. Does your organization have any future relevant plans related to these recommendations?