



# Canada / United States Great Lakes CANUSLAK Joint Response Team (JRT)



## Annual Meeting Minutes • March 14, 2022

### Participants

Keven Raymond	CCG Central Region
Amanda Greer	CCG Central Region
Peter Knight	CCG Central Region
Justin Digby	CCG Central Region
Joanne Munroe	Canada Energy Regulator
David Irwin	Transport Canada
Lisa Perusse	Environment Canada
Lisa Tulen	Environment Canada
LT Rachel Pryor	U. S. NOAA Scientific Support Coordinator
Eddie Murphy	U. S. DOT PHMSA
Jerry Popiel	USCG Ninth District
TJ Mangoni	USCG Ninth District
LT Josh McElhaney	USCG Ninth District
Scott Binko	USCG Ninth District
CDR Rudy Gazvoda	USCG Sector Detroit
LT Cameo Ulbright	USCG Sector Detroit
CWO Bob Simcox	USCG Sector Detroit
Herb Oertli	USCG MSU Toledo
LT Amber Napralla	USCG Sector Lake Michigan
CDR Tom Pequignot	USCG Sector Lake Michigan
Carl Pellegrino	USEPA Region 2
Barbi Lee	USEPA Region 5
Kim Churchill	USEPA Region 5

Welcome and Introductions. Per section 304.2 of the Canada-U.S. Joint Marine Contingency Plan, the 2022 CANUSLAK JRT Meeting was held on the afternoon of March 14, 2022, conducted virtually using Zoom. Amanda Greer, Canadian Coast Guard, and Mr. Popiel, U. S. Coast Guard Co-Chair, provided opening comments welcoming the participants. CCG highlighted the signing of the new, updated CANUSLAK Annex earlier in the day in Montreal between Asst. Commissioner Meunier and RADM Johnston.

Agency Updates. The Canadian Coast Guard, Environment and Climate Change Canada, Transport Canada, Canada Energy Regulator, U. S. Environmental Protection Agency,

Pipeline and Hazardous Materials Safety Administration and U. S. Coast Guard provided status updates. Of note: CCG welcomed the addition of Keven Raymond as new JRT Co-Chair; ECCC mentioned they will be publishing a new freshwater response manual later this year; CER will be hiring new personnel to assist with cyber issues; TC is beginning to return to normal for exercises, etc.; EPA has been busy with responses near Flat Rock, MI, and sub-area planning around the region; PHMSA is currently involved in a Marathon Pipeline spill in Illinois; NOAA has been conducting a series of informational webinars and is preparing to hold SCAT training in the Seaway with USCG; and USCG is finalizing plans for the new Great Lakes Center of Expertise for Oil Spill Response.

Recent incidents – case debrief of M/V HARVEST SPIRIT response

- LT Cameo Ulbricht from Sector Detroit led a case debrief of the M/V HARVEST SPIRIT response
- On 2 December 2020 at 0640 EST, Sector Detroit received a report from Sarnia Traffic that the Canadian flagged 500' M/V HARVEST SPIRIT was hard aground, on the bow, in the Livingstone Channel (Detroit River).
- The vessel experienced a lube oil pump failure and dropped anchor, spun in the channel, with the bow in US waters and the stern in CAN waters.
- Cargo – 10K metric tons of furnace coke, with approx. 47K gal of diesel fuel onboard.

ACTIONS TAKEN:

- Air Station Detroit MH-65 conducted overflight.
- Station Belle Isle 45' RB-M arrived on-scene and reported no pollution.
- Canadian 47' MLB CAPE DUNDAS arrived on-scene.
- Safety zone established around M/V HARVEST SPIRIT.
- CANUSLAK initiated. Canadian Coast Guard (CCG) took the lead and coordinated with Sector Detroit and Transport Canada (TC).
- Virtual command post established at Sector Detroit (during COVID).
- International Coordination Officer (ICO) roles established.
- NOAA SSC coordinated with Canada on trajectories in the event of a discharge and with Environment Canada and Canadian Wildlife Services for resources at risk.
- Vessel submitted Salvage Plan; reviewed by USCG (Sector Detroit, SERT), CCG, and TC.
- Tugs were able to refloat M/V HARVEST SPIRIT on 03 Dec 20.
- US ACOE surveyed parts of both the Livingstone and Amherstburg Channels and found as satisfactory. Both Channels were opened to normal traffic on 04 Dec 20.

- The M/V HARVEST SPIRIT was cleared to depart anchorage by RINA and proceed to Hamilton, ON. RINA conducted inspection upon arrival at NPOC.

UAS Support:

- Mobilization of UAS equipment and operator from D9 was quick and efficient.
- UAS support provided improved situational awareness to all US and CAN agencies.
- Received approval from TC to fly above Canadian Waters.
- UAS was key resource to confirm no pollution as a result of the incident and allowed decision makers to view vessel and tug configuration's prior to the execution of the salvage plan.
- For future: Real time footage will create better situational awareness and allow for more precise response based on on-scene conditions.

Maritime Transportation System Recovery Unit (MTSRU):

- Sector Detroit MTSRU liaised between MCTS Sarnia, USACE and industry partners.
- Developed alternate traffic pattern utilizing the Amherstburg Channel to minimize impacts to industry.
- Coordinated information release via twice/day meetings with industry and OGAs.
- Developed and maintained vessel traffic queue of 18+ vessels.
- Coordinated USACE surveys of Amherstburg and Livingstone Channels. Coordinated and developed plan to re-open channel.

Lessons Learned/Best Practices:

- 1) Excellent use of the MSTRU process, but there is still a need for increased regional knowledge of the formalized MTSRU process as detailed within the Marine Transportation System Recovery Plan - Note: Intend to provide local training on Recovery Process to improve local response posture.
- 2) The twice daily meeting with industry during the response to ensure they were informed and had questions answered.
- 3) The D9 Unmanned aircraft system (UAS) was the ideal method of getting overhead footage of the incident - Note: UAS platforms are potential Port Security Grant project suggestions as well as an opportunity for agency involvement in local responses.



#### Updated CANUSLAK Annex

- The JRT attendees reviewed the changes made in the updated CANUSLAK Annex.

#### Wildlife Annex

- The group had a discussion about the proposed Wildlife Annex for the CANUSLAK agreement. Future progress pends report out from other regions who have done additional work on this to date.
- ECCC, CWS, and CFIA are working on a draft of policies, issues, and protocols surrounding oiled wildlife.

#### Exercise Schedule

- TJ Mangoni led a discussion of future exercises (St. Clair River, May. Possible exercise in St. Lawrence River in August). TJ, and Amanda Greer agreed to follow-up with each other in the near future, and further discuss this matter.
- Southeast Michigan Full-Scale Oil Spill Response Exercise with CANUSLAK, Algonac, MI 18 May 2022. This full-scale exercise will deploy response

equipment to evaluate all 15 core PREP components to evaluate both the ACP and GRS for Upper Lake St. Clair. A CANUSLAK response involving the exchange of the International Coordinating Officer (ICO) will also be part of the exercise.

Next meeting

- The CCG proposed to host an in-person meeting, tentatively in August 2022.