



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



Annual Meeting Minutes • March 23, 2023

Participants

Jean Bourdon	CCG Central Region
Pete Knight	CCG Central Region
Joey Zimmer	CCG Central Region
Megan Holowachuk	CCG Central Region
Joanne Munroe	Canada Energy Regulator
David Irwin	Transport Canada
Dave Everets	Transport Canada
Lisa Pérusse	Environment and Climate Change Canada
Lisa Tulen	Environment and Climate Change Canada
Jerry Popiel	USCG Ninth District
TJ Mangoni	USCG Ninth District
CDR Rudy Gazvoda	USCG Sector Detroit
Michael Cuneo	USCG Preparedness Specialist
LT Cameo Ulbricht	USCG Sector Detroit
CWO Bob Simcox	USCG Sector Detroit

Meeting commenced at 09:15

Welcome and Introductions. Per section 304.2 of the Canada-U.S. Joint Marine Contingency Plan, the 2023 CANUSLAK JRT Meeting was held on the morning of March 23, 2023, in The Gateway Room within St. Clair Corporate Centre in Sarnia, ON. J. Bourdon, Canadian Coast Guard Co-Chair, and J. Popiel, U. S. Coast Guard Co-Chair, provided opening comments welcoming the participants.

Agency Updates. The Canadian Coast Guard, U. S. Coast Guard, Environment and Climate Change Canada, Transport Canada, and Canada Energy Regulator provided status updates. Of note:

CCG:

- Welcomed the addition of J. Bourdon as Superintendent of CCG-ER and as the JRT Co-Chair
- CCG-ER Deputy Superintendent A. Greer unavailable to attend the meeting; busy participating in the oil spill response training in Kenya

- CCG-ER acquired two (2) new hires in Sarnia, one (1) in Parry Sound, & two (2) in Prescott
- CCG-ER statistics were displayed highlighting the trend over the past three years regarding the number and types of incidents that CCG-ER managed
- Area planning update:
 - 2020: Thunder Bay & Lake Superior
 - 2022: Western Lake Erie (Leamington) & North Channel (Little Current & Manitoulin Island)
 - 2023 (tentative): South Lake Huron, Bruce Peninsula, Eastern Lake Erie, Welland Canal, & Cornwall
- New CCG-ER equipment: MICP 1A & 2, Autel EVO II Drone, Triton 20 & 60 skimmers, & BRNKL Rapid Deploy

USCG:

- 832 calls for the GL region – 501 were MER cases
- Significant responses:
 - Oswego Powerplant (Buffalo)
 - USS THE SULLIVANS (Buffalo)
 - Tug SUPERIOR (SSM)
 - Oil Spill Liability Trust Fund (OSLTF) opened 11 times
- Significant project updates:
 - Completion of Region 5 Endangered Species Act Biological Evaluation (ESA BE) – a 900 page report
 - Salvage & Marine Firefighting Task Force – TJ Mangoni is working closely with this project
 - Procurement of ROV-LV in pelican case
 - Expansion of SR-UAS drone program
 - Completion of Environmental Sensitivity Index data ESI for St. Lawrence River, St. Marys River, Lake Erie – NOAA manages the GIS system and reworked the Environmental Sensitivity Index
 - Procurement of OILMAP licenses (GIS trajectories) – includes booming strategies
 - Establishment of CG HQ's GL Centre of Expertise (GLCOE) for oil spill preparedness and response
 - two (2) locations: one (1) in SSM & one (1) in Ann Arbor
 - CER/ECCC/TC interested to hear more about the ongoing research happening at the new Centre of Expertise with the USCG.
- Possible Research Topics:
 - Analysis/Assessment of Shorelines Cleaner Use in Fresh Water

- Study the effectiveness and effects of agents such as COREXIT and equivalents in Great Lakes environment, make recommendations for RRTs
- Analysis/Assessment of Chemical Dispersant Use in Fresh Water
 - Study the effectiveness and effects of Subpart J listed substances in Great Lakes environment, make recommendations for RRTs
- Market Research/Assessment of Operational ROV-LC Technology for Use in Fresh Water Spill Response
 - Research and test ROV-LC alternatives to Deep Trekker DTG3 currently used by D9 units.
- Procurement/Assessment of Polaris POCS/Pyxis for Spill Detection in Fresh Water
 - Study the effectiveness of sole source infrared polarimetric cameras from Polaris, optimized for oil spill monitoring, detection and response.
- Data transfer from SR-UAS to GC Data Network
 - Evaluate and recommend technology to get SR-UAS imagery data into the CGDN while meeting all cyber security requirements
- Evaluate/Assess Survey 123 geographic response strategy integration
 - Evaluate and recommend technology to get SR-UAS imagery data into the CGDN while meeting all cyber security requirements
- Detection and Delineation of submerged oil
 - Continue studying the range of techniques available to detect and delineate sunken oil and make recommendations
- Analyze Fresh Water In-Situ Burning
 - Work with CG RDC on continuing project on this topic.

ECCC:

- Area of Responsibility: Alberta to Quebec, including the Arctic
- Working on CANUSCENT plan with the EPA – to be signed in the upcoming year
- Expressed that they can act within an ICO position however they are not overly familiar with the role
- Participated in regional activities – SCAT training via NOAA with the Saint Regis Mohawk tribe
- Expressed interest in developing a binational SCAT program
- Working on developing regulations to use Alternative Response Measures (ARMs) - can only use dispersants in the offshore industry at the moment; looking to participate in more exercises with other federal agencies

CER:

- J. Munroe provided PowerPoint slides
- CER is an independent regulator, and reports through the Minister of Natural Resources Canada
- Canada has ~10,000km of pipeline
 - Most concentrated pipelines are in the St. Clair River
- ~10 people working on their team
- Have had a few significant response in the past however they've been focusing on internal exercises and drills
- Virtual meetings via Teams can be an issue amongst U.S. and Canadian partners
 - Adobe connect was used last year but video was not allowed
 - Teams would be ideal however it requires permission to gain access to other networks depending on cybersecurity firewalls
 - Teams can be tricky when trying to share files
 - USCG would like to test a connection to ensure there's no firewall issues
 - Webex worked really well with ECRC; USCG used Webex and had ~180 people and were able to utilize various working rooms to split individuals up into smaller groups
- Adopted ICS in 2008
- CER doesn't have response equipment and relies on ECRC and other contractors
- J. Bourdon inquired about CERs involvement with MPRRR initiatives
 - J. Popiel discussed the mandate difference for EPA (inland) vs. USCG (coastal); it took a few incidents for someone to question who would be the lead agency in different scenarios
 - CCME Environmental Emergencies Network
 - J. Munroe mentioned firefighting foam which sparked J. Popiel to speak about firefighting foam and how it has become a big thing with the USCG due to the presence of perfluoroalkyl or polyfluoroalkyl substances (PFAS) as active ingredients
 - J. Popiel inquired if CER was involved in any GL wind projects and if that's something CER is looking into – J. Munroe wasn't aware of any projects on the Canadian side.

TC:

- D. Everets commented that he would like to work more with everyone (U.S. & Canadian federal partners); this was his first time meeting J. Munroe from CER
- D. Irwin discussed his programs mandate (oil handling facilities and incidents)
- Recertified the forum response organizations across Canada
 - ECRCs plan is good until 2025
 - J. Popiel inquired about the time length for RO recertification
 - TC clarified it's valid for 3 years

- J. Munroe added that RO's have business with facilities other than OHFs
- Returning to normal business operations
- Happy to see CCG-ER at previous OHF exercises
- Working towards moving standards into regulations – draft is in place and we should see it in the Canada gazette in 2024
 - TC wants to ensure that equipment is accounted for and that requirements are met when the RO responds to land-based incidents
 - J. Popiel inquired about CCG-ERs mandate regarding OHFs (i.e., when does it become CCG-ERs mandate vs TCs)
 - CCG-ER replied that it falls within ER mandate when loading or unloading oil to/from a vessel, specifically at the hose connection point

MORNING BREAK: 10:37 – 11:00

CANUSLAK Exercise & After Action Review – May 2022

- CCG-ER J. Zimmer led the review
- J. Popiel's comments:
 - Enjoyed reviewing the “Lessons Learned – What Needed Improvement?” section included in CCG-ER AARs
 - Noticed under “What Needed Improvement?” that there was a comment regarding “NASP injects were basic for reporting oil” – it was clarified that it was basic due to the lack of presence of pollution which was expected

CANUSLAK Activations slide

- CCG-ER P. Knight discussed this slide leading into the binational incidents

Recent Incidents – case debrief of Barge *PML 9000*, Tug *Anglian Lady* response

- CCG-ER P. Knight led the case debrief of the Barge *PML 9000* response
- Cargo – 8,932 short/net tons of steel coils on board; unknown quantity of fuel within the deck fuel tank.
- Comments Received:
 - L. Tulen – She was on call and noticed a discretion in CANUSLAK activation reports; they did not receive the AWN SITREP report for partner agencies;
 - ECCC did not receive a CANUSLAK notification and would like to track that information in their system
 - There needs to be a better way to inform everyone regarding CANUSLAK activations

- TJ Mangoni – really likes CCG-ER CANUSLAK AAR format
- ECCC wants to push forward and do something similar to CCG-ER CANUSLAK AARs

Recent Incidents – case debrief of Tecumseh Grounded Vessel response

- CCG-ER M. Holowachuk led the case debrief of the Barge *PML 9000* response
- Comments/questions:
 - J. Bourdon – was the lighting in the photograph on the 18th placed by CCG-ER?
 - No, CCG-ER could not confirm who placed the light, however, it was most likely first responders (i.e., Police and Fire)
 - TJ Mangoni – appreciates that USCG and CCG have an open line of communication regarding unusual cases that typically wouldn't require CANUSLAK to be activated
 - J. Bourdon inquired about USCG vessel registration process
 - J. Popiel informed J. Bourdon that each state has different regulations in place but that the USCG vessel database has very few issues with locating vessel ownership
 - J. Popiel mentioned that they have issues with smaller crafts (i.e., paddleboards, canoes, and etc.)

Recent Incidents – case debrief of M/V Sam Laud Grounding response

- CCG-ER P. Knight led the case debrief of the Barge *PML 9000* response
- Fuel on board – ¼ tank (product and tank capacity unknown)
- Comments/questions:
 - R. Gazvoda – it was a great response, coordination calls went smoothly; this response occurred during Thanksgiving
 - USCG command center – 4 people 24/7 → allowed for a timely response on their end
 - Sector Detroit – did not ask for the RO to attend the scene right away but made sure they were informed and aware of the situation in case things changed quickly

LUNCH BREAK: 12:00 – 13:05

CNUS SR–UAS Flights

- USCG J. Popiel led the discussion
- For drone operations, each country must ensure their drone stays on their respective side. USCG is posing the topic that they would like to come up with an

agreement that allows the first person on scene to operate their drone within a shared space (trans-boundary waters)

- NAFTA does allow specialty air services to fly over the border however that most likely won't be a viable option for USCG and CCG
- USCG contacts CBSA to fly the drone however it's not up to them to decide that, it's up to TC
- Short-range → line of sight
- USCG & CCG needs to be able to perform 360 degree flights within transboundary areas
- Operators may need to be trained in both drone regulations for the U.S. and Canada
- We should advocate for agreeable standards for operating drones in transboundary waterways

CANUSLAK/CANUSCENT Application in the Connecting Channels – Case Study

- ECCC L. Tulen led the discussion and provided a slide deck for this topic
- Algoma Steel incident in SSM, ON from last year
 - Initial report did not state where exactly the spill took place. Outfall was ~30 feet down from a hydropower damn.
 - Lisa & Alex were deployed with MECP and Purvis Marine to assess the shorelines
 - Morgoil – bright school bus yellow colour when emulsified; originally a blue product that then comes out yellow
 - On day 2 there were large sheens but it was hard for ECCC to discern a sheen from a glare during their flight observation trip
 - Lisa was able to dip her hand in with a glove on to discern if an odour was present - which it was
 - CANUSCENT is not activated when pollution enters the waterways from a land-based source
 - CCG-ERs mandate is very specific and it was clear this case was a land-based spill meaning CCG-ER assistance would need to be requested; therefore CANUSLAK was not activated
 - Steel plant requested the use of CCG-ER equipment
 - Algoma chartered a plane for pollution observation and allowed the MECP to join them
 - CANUSLAK was not invoked; USCG only invokes CANUSLAK amongst CCG, not amongst other federal partners
 - CANUSLAK is a limited agreement and has limits within its language
 - TJ believes that there's work to be done outside of CANUSLAK

- Group consensus: it would have been nice to have the MECP at the 2023 JRT Meeting to speak further on this case
- Scenario 2 – Line 10 Pipeline:
 - This company had personnel working along the border and they were trying to determine what response restrictions were in place for them when responding to an incident (i.e., can they go on shore?, what are the response limitations?, and etc.).
 - TJ Mangoni wants to know what exactly is the CANUSCENT mandate and can USCG partake in CANUSCENT?
 - Is a Memorandum of Understanding (MOU) the way to move forward?

Equipment Overview – CCG-ER

- CCG-ER J. Zimmer led the overview of CCG-ERs new equipment:
 - MICP-1A & 2
 - Received a comment that the CCG-ER MICP looks nicer than the USCGs MICP, however, theirs has a grill
 - Autel EVO II Drone
 - Triton 20 & 60 skimmers
 - BRNKL Rapid Deploy
 - Experienced audio issues with BRNKL video, however, USCG was intrigued by this product

International Coordinating Officer (ICO) Position

- CCG-ER P. Knight took the lead and then passed it off to USCG TJ Mangoni
- J. Munroe with the assistance of another personnel, coined the phrase International Coordinating Officer (ICO)
- ICO is more than liaison and the verb “coordinate” was emphasized
- ICO function has been successful USCG & CCG would like to incorporate this position into smaller CANUSLAK cases
 - More consideration must go into ICO teams moving forward
- Concerns regarding small nuances like PPE certifications and their use in the other country – issues regarding if someone gets injured using their equipment that’s been approved in their country but not in the host country
- Group consensus: there is a need to gain more expertise and familiarity with the ICO role so it can be better used even during smaller CANUSLAK incidents

AFTERNOON BREAK: 14:00 – 14:35

Key Differences Between the Inland and Marine JCP

- CER J. Munroe proposed this topic for the JRT Meeting
- CER and ECCC already had a side discussion on this matter
- Consensus is that there needs to be a meeting/workshop in place amongst federal and municipal agencies (i.e., ECCC, MECP, SAC, CCG-ER, EPA, NOAA, and USCG)
 - Maybe hold a table-top exercise
 - MECPs attendance is required for a successful discussion on this topic
 - USCG has a mandate that allows them to respond to pollution within the United States. The question is, what is MECPs mandate and what will it take to get them to participate in person?

OPP Initiatives / ORG Structure

- P. Knight covered this portion of the presentation.
- D. Irwin inquired about the number of Marine Liaison Officers within our region
 - P. Knight assured D. Irwin that there are ~10 MLOs signed on
- Question from J. Popiel: will First Nation communities be expected to share information regarding specific locations for burial sites? – in his experience, communities in the US are sometimes reluctant to share that information with the USCG
 - The answer was yes, as long as they're comfortable sharing that information with CCG-ER to enhance response plans

Exercise / Workshop Schedule

- CCG-ER P. Knight led the discussion on the future exercises and workshops that CCG-ER will be participating in this year:
- CANUSLAK 2023 – aiming for the fall in Windsor, ON;
 - Potential Objectives:
 - ICO position development
 - Canadian personnel to validate USCG strategies
 - Both countries require establishment of a wildlife rehabilitation centre – can we have a joint centre staffed with both US and Canadian personnel? (ECCC Wildlife involvement) – issues regarding the border
 - This continues to be an AAR item that's recurring and left unresolved
 - Passenger vessel coming in (foreign to both countries) is grounded due to an unknown cyberattack – SAR component involved and evacuation complicates the CCG-ER response
 - UAS objectives

- CANUSLAK 2024;
 - Potential locations:
 - CCG-ER has a preference for Windsor according to J. Bourdon
 - USCG is fairly flexible however Windsor makes more sense for them
 - USCG exercises the St. Lawrence seaway “to death”
 - Leaning towards: passenger vessel coming in (foreign to both countries) that becomes grounded due to an unknown reason which turns out to be a cyberattack – SAR component involved and evacuation complicates the CCG-ER response
- USCG Frog Pond Full-Scale Exercise 2023; and
 - No comments; no one in attendance today participated in the 2022 Frog Pond Exercise
- GL Marine Firefighting Task Force Workshop 2023
 - P. Knight and A. Greer will be attending this workshop
 - TJ Mangoni wants to discuss scenarios like the Tecumseh fire response with other federal partners; they will also be incorporating passenger vessels with non-governmental agency involvement
- J. Popiel led the discussion on GL Coastal Exercises that may be of interest for 2023:
 - Duluth Maritime Transportation System Recovery Seminar, Duluth, MN 05 Apr 2023;
 - Great Lakes Regional Marine Fire Fighting Task Force Workshop, Erie, PA 18-19 Apr May 2023; → Virtual option
 - Sector Buffalo Area Contingency Plan Functional Exercise, Buffalo, NY 15-16 May 2023;
 - Sector Detroit PREP Table-Top Exercise, Detroit, MI 18 Jul 2023; → moving to early August
 - Sector Sault Ste. Marie PREP Full-Scale Exercise, Rogers City, MI 25-28 Jul 2023;
 - Saginaw River PREP Drill, Bay City, MI 08 Aug 2023;
 - Sector Buffalo Maritime Transportation System Disruption/PREP Full-Scale Exercise, Buffalo, NY 14-16 Aug 2023; → Pushed to late July
 - Sector Lake Michigan PREP Full-Scale Exercise, Sturgeon Bay, WI 23 Aug 2023;
 - Rogue-5 Functional Exercise, Cleveland, OH 26-27 Aug 2023;
 - U.S. Navy SUPSALV SONS/D9 PREP Functional Exercise, St. Ignace, MI 11-15 Sep 2023;

- Sector Sault Ste. Marie PREP/Area Contingency Plan Workshop, St. Ignace, MI 21-22 Sep 2023;
- CANUSLAK 23, Table-Top Exercise, Windsor, Ontario 30 Sep 2023.
- USCG is currently hiring for a replacement to Bob Allen
- USCG gave food for thought of the idea of incorporating FN members into our JRT meetings, not as official members but as observers with some input for further consideration regarding response plans

Meeting finished at 16:00

Follow Up Items:

- Test virtual meeting network connection amongst US and Canadian partner agencies
- D. Everets would like to set up site-compliance visits with vessels that CCG-ER can attend
- L. Pérusse is interested in setting up some collaborative work during the area planning trips between CCG-ER & ECCC
 - Keep Pérusse in the loop on CCG-ER area planning schedule
- Possibly hold a CANUSLAK tabletop exercise in person in the fall where MECP can be involved
- P. Knight to speak with TJ Mangoni after the GL MFF-TF workshop to discuss further details for possibly incorporating a firefighting component into an exercise