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TP 14707E
(09/2014)

PLACES OF REFUGE CONTINGENCY PLAN (ATLANTIC REGION)

EDITION 2
SEPTEMBER 2014



Canada

<p>Responsible Authority</p> <p>The Regional Director Marine Safety and Security Atlantic Region is responsible for this document, including any change, correction, or update.</p>	<p>Approval</p> <p><u>“Original Signed by Gerald Roy Currie”</u></p> <p>Gerald Roy Currie,</p> <p>A/Regional Director Marine Safety and Security Atlantic Region</p> <p>Date signed: September 24, 2014</p>
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	45 Alderney Drive	Fax	(902) 426-6657	
	PO Box 1013	E-mail	atlwebcomments@tc.gc.ca	
	Dartmouth, Nova Scotia B2Y 4K2	URL	http://www.tc.gc.ca/atl/en/marine/menu.htm/	

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1	2014-02-03	All Sections	Yusuff Ahmed	Updated Weblinks and Contact Numbers
2	2014-02-03	All Sections	Yusuff Ahmed	Transport Canada Marine Safety changed to Transport Canada Marine Safety and Security
3	2014-02-03	Section 2	Yusuff Ahmed	Anchorage Areas, Depths, Bottom updated. Incorporated additional anchorages.
4	2014-02-03	Section 3	Yusuff Ahmed	Contact list amended to incorporate Government of Canada reorganization of departments and amalgamation of functional responsibilities.
5	2014-09-19	Section 3	Yusuff Ahmed	List of Public Ports amended to reflect divestiture since first issue.
6	2014-02-03	Sections 4 and 5	Yusuff Ahmed	Sections 4 and 5 deleted due to electronic availability of updated charts and publications on demand.
7	2014-02-03	Section 7	Yusuff Ahmed	Ship information list augmented. Section reclassified as Section 5.

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SECTION 1

The Places of Refuge Contingency Plan (PORCP) applies to all situations where a ship is in need of assistance and requests a place of refuge within Canadian waters. This includes Canada's internal waters, territorial sea and the Exclusive Economic Zone (EEZ).

The PORCP also applies in the case where a ship is destined for Canada and has reported a problem (a defect, deficiency or a casualty).

The PORCP does not apply to distress situations where safety of life is involved. In such cases, established search and rescue procedures shall be followed.

TP 14707E "The National Places of Refuge Contingency Plan" is available at the following link: <http://www.tc.gc.ca/eng/marinesafety/tp-tp14707-menu-1683.htm>

SECTION 2

COASTAL AREA REVIEW OF POTENTIAL PLACES OF REFUGE IN THE ATLANTIC REGION

Background

IMO Resolutions A.949(23) “*Guidelines on Places of Refuge for Ships in Need of Assistance*” and Resolution A. 950(23) “*Maritime Assistance Services*”(MAS) offers advice to both coastal states and masters of ships as to the manner in which situations giving rise to a request for access to a place of refuge might be best handled.

The focus on the “Places of Refuge” issue was brought up by three significant shipping disasters (oil tankers “ERIKA”, “CASTOR” and “PRESTIGE”), which impacted mainly the coasts of Europe. These incidents resulted in very serious damage to coastline ecosystems, communities and businesses. The scale of the damage and the political response to it have given rise to intense international interest and concern. This has led to the development of the Guidelines, which provide a framework for decision making that will help to ensure a thorough and balanced risk assessment, allay concerns of the stakeholders and the best risk control strategy decided, adopted and implemented in a timely and safe manner.

Transport Canada has developed the *National Places of Refuge Contingency Plan (PORCP)* TP 14707E as a framework for deciding a suitable “Places of Refuge” in Canada.

Evaluation of the Atlantic Coast Line

This process facilitates the risk evaluation and compares one option to another in the event of an incident. The most suitable “Place of Refuge” can only be determined after the details of the specific incident are known and thoroughly considered on a case by case basis, as the limitations, operation considerations, hazards and associated risks can vary greatly with each incident.

Transport Canada Marine Safety and Security– Atlantic Region has taken this into consideration when performing the evaluation of the Atlantic Coast of Canada in order to assemble data that will be used to expedite the case specific analysis and decision making process. This evaluation of the Atlantic Canada coastline is not a process for “pre-designation” or “pre-identification”, but is meant to establish factors of suitability of such places, facilities, and resources to assist a ship in these places and will help to identify the nature and degree of risk from the environmental, social and economic point of view.

Current Status

Transport Canada Marine Safety and Security Branch supports the IMO Resolutions A .949(23) and A .950(23) regarding the Places of Refuge for ships in need of assistance and Maritime Assistance Services.

National Contingency Plans for responding to a request for a place of refuge have been developed at Transport Canada Headquarters in Ottawa.

Departmental Position

Transport Canada recognizes that because of the international nature of shipping, action to mitigate risks and prevent incidents related to ships requesting places of refuge is most effectively carried out through the implementation of IMO Resolution A. 949(23) *“Guidelines on Places of Refuge for Ships in Need of Assistance”* and Resolution A. 950(23) *“Maritime Assistance Services” (MAS)*.

Transport Canada is committed to consulting with other Federal and Provincial Departments, to form an assessment team as well as with all other interested stakeholders, to select a suitable “place of refuge” on a case-by-case basis when a request is received on the East Coast of Canada

Transport Canada is committed to maintaining and updating the national and regional Contingency Plans. Transport Canada will carry out a risk assessment on a case by case basis together with a decision making mechanism regarding Places of Refuge for ships in need of assistance in order to ensure a safe, efficient and environmentally friendly transportation system.

ATLANTIC REGION LIST OF EVALUATED PLACES OF REFUGE

Ref #	Place of Refuge Name	Province	Chart Sailing Directions	Winter Ice	Pilotage VTMS Port Authority	Anchorage Depths Bottom	Swing Area	Shelter Provided	Response Org.	Oil Handling Facilities	Facilities
1.	Saint John, (Courtney Bay)	New Brunswick	4117 4116 ATL 106	Ice Free	Compulsory Fundy Traffic Saint John Port Authority	Areas A & B 11 to 50 m, Mud, Sand, Rock Area D 30 to 65 m, Sand, Rock, Mud	0.5~1 mile 1.5 miles	Exposed SW to SE winds / seas Very large tides and currents	ALERT	Canaport Offshore & Onshore	Tugs Berths Contractors TCMS Office
2.	Shelburne	Nova Scotia	4209 ATL 105	Ice Free	Non-Compulsory No VTMS Public Port	N & S of Adament Rk in 7 to 13 m, mud. 4 Cables E of Harts Pt, 11 m, mud.	3 cables 2 cables	Sheltered	ECRC	No	Shipyard 3,000 tonnes Contractors
3.	Halifax	Nova Scotia	4237 4201 4202 4203 ATL 105	Ice Free	Compulsory Halifax Traffic Halifax Port Authority	Inner Hbr 1 to 7 , 14 to 20 m, Mud Bedford Basin 8 to 12 , 40 to 70 m, Mud, Rock Airdraft – 44 m Approaches A & B 20 to 60 m Rock	1.8 cables 4 cables 1 mile	Sheltered Open to N to NE Exposed, Poor Holding Ground	ECRC	Imperial Oil Ultramar Wilson Fuels McAsphalt	Shipyard 36,000 tonnes & 173m Tugs Berths (Oil, Containers, General) Contractors TCMS Office

Ref #	Place of Refuge Name	Province	Chart Sailing Directions	Winter Ice	Pilotage VTMS Port Authority	Anchorage Depths Bottom	Swing Area	Shelter Provided	Response Org.	Oil Handling Facilities	Facilities
4.	Chedabucto Bay Inhabitants Bay Strait of Canso Superport	Nova Scotia	4335 4306 4307 4308 ATL 104	Possible Pack Ice	Compulsory Canso Traffic Public Ports	A to F , 25 to 44 m. Mud G to O , 7 to 24 m Mud Very deep water	2 miles 1 mile	Open to E'ly Sheltered	PTMS	Statia Terminal	Tugs Berths (Oil, Stone, Coal General) Contractors TCMS Office
5.	Sydney	Nova Scotia	4266 ATL 104	Pack Ice Heavy Pressure	Compulsory No VTMS Public Port	Off Fishery Cove, 11 to 13 m, Mud	5 cables	Sheltered	ECRC	Imperial Oil	Shipyard 2,000 tonnes Berths (Oil, General, Coal) Contractors TCMS Office
6.	Chaleur Bay Dalhousie Belledune	New Brunswick	4486 4920 4426 ATL 108	Pack Ice Heavy Pressure	Non-Compulsory No VTMS Belledune Port Authority	1.5 and 3 NM NE of Breakwater 25 to 30 m Hard Mud	2 miles	Open to NE	ECRC	NB Power Belledune	Berths Contractors TCMS Office

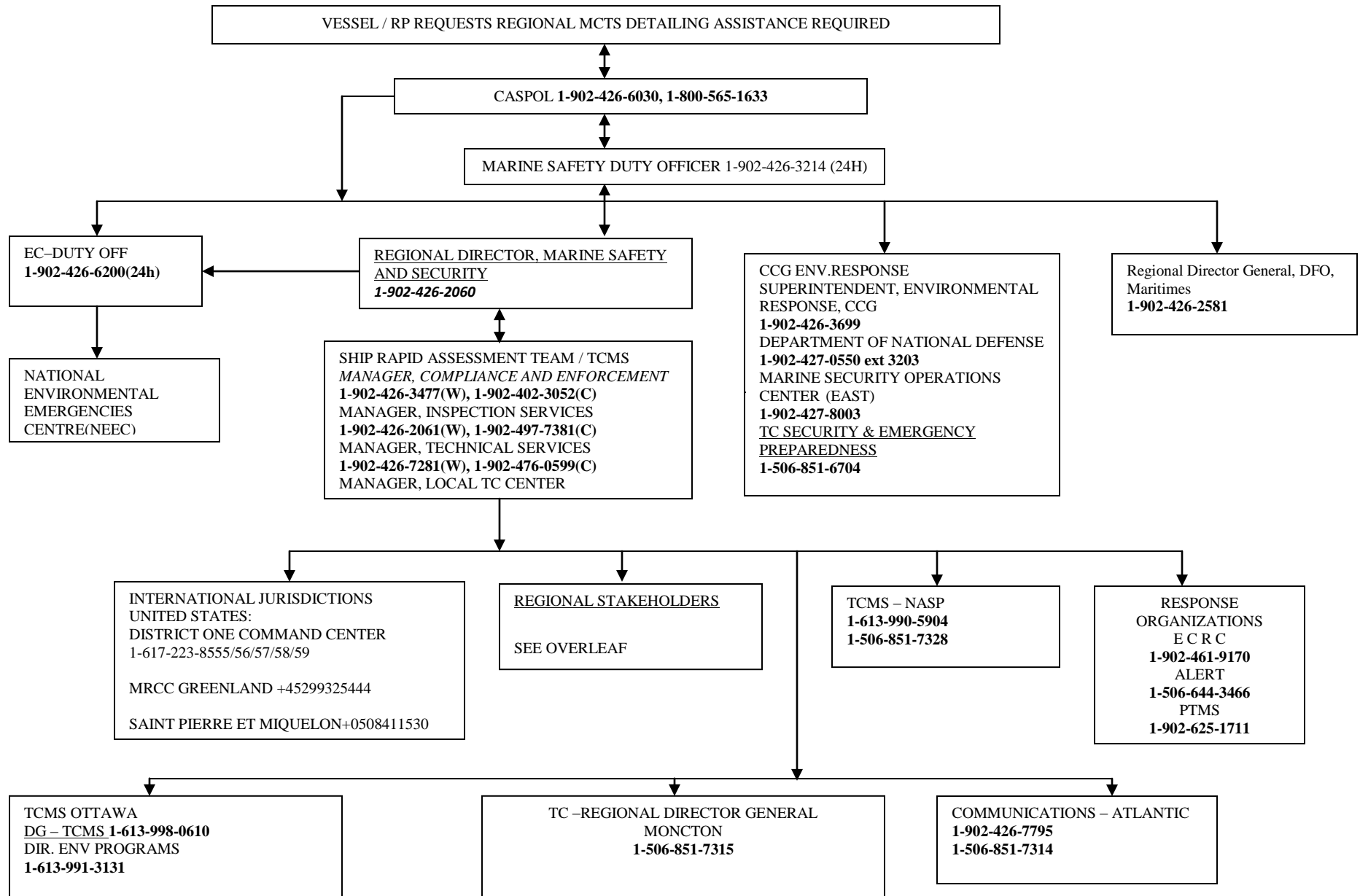
Ref #	Place of Refuge Name	Province	Chart Sailing Directions	Winter Ice	Pilotage VTMS Port Authority	Anchorage Depths Bottom	Swing Area	Shelter Provided	Response Org.	Oil Handling Facilities	Facilities
7.	Corner Brook Bay of Islands Humber Arm	Newfoundland & Labrador	4652 4653 ATL 109	Pack Ice Heavy Pressure	Compulsory No VTMS Corner Brook Port Corporation	Bay of Islands, 1 mile N of Seal Island, 50 m M Humber Arm, 80 to 100 m throughout M	1 mile 4 cables	Open to NW Sheltered	ECRC	Irving Oil Ultramar	Berths (Oil, General) Contractors TCMS Office
8.	Marystown	Newfoundland & Labrador	4587 ATL 102	Possible Pack Ice	Non-Compulsory Placentia Traffic Public Port	6 cables N of Seal Rk, 76m MG	6 cables	Sheltered	ECRC	No	Shipyard 3000 tonnes Berths Contractors
9.	Come by Chance Whiffen Head	Newfoundland & Labrador	4839 4622 ATL 102	Possible Pack Ice	Compulsory Placentia Traffic Public Port	AA 80m RG Emergencies Only BB 75m MRS Crude Tankers CC 55m MR Product Tankers DD 30m MSt Product Tankers EE 25m M Vessels less than 10,000 dwt HH 65m R	5 cables 5 cables 5 cables 2.5 cables 1 cable 5 cables	Sheltered Sheltered Sheltered Sheltered Sheltered	ECRC	Newfoundland Transshipment Ltd.	Tugs Berths 326,000 dwt 67,000 dwt Contractors

Ref #	Place of Refuge Name	Province	Chart Sailing Directions	Winter Ice	Pilotage VTMS Port Authority	Anchorage Depths Bottom	Swing Area	Shelter Provided	Response Org.	Oil Handling Facilities	Facilities
10.	Lewisporte Indian Arm	Newfoundland & Labrador	4865 ATL 101	Pack Ice, Heavy Pressure	Compulsory No VTMS Public Port	9 cables NW of Mussel Bed Rock. 50m M	9 cables	Sheltered	ECRC	Imperial Oil	Berth Contractors TCMS Office
11.	Hamilton Inlet Groswater Bay (Approaches)	Newfoundland & Labrador	4732 5140 5135 ATL 120	Pack Ice, Heavy Pressure Ice bergs, bergy bits	Available, Non-Compulsory No VTMS Goose Bay is a Public Port	3.9 miles E of East Sister Island. 45m M	1.5 miles	Sheltered	ECRC	No	Goose Bay Lies further west. Offers airport, hospital, and hotels.

SECTION 3

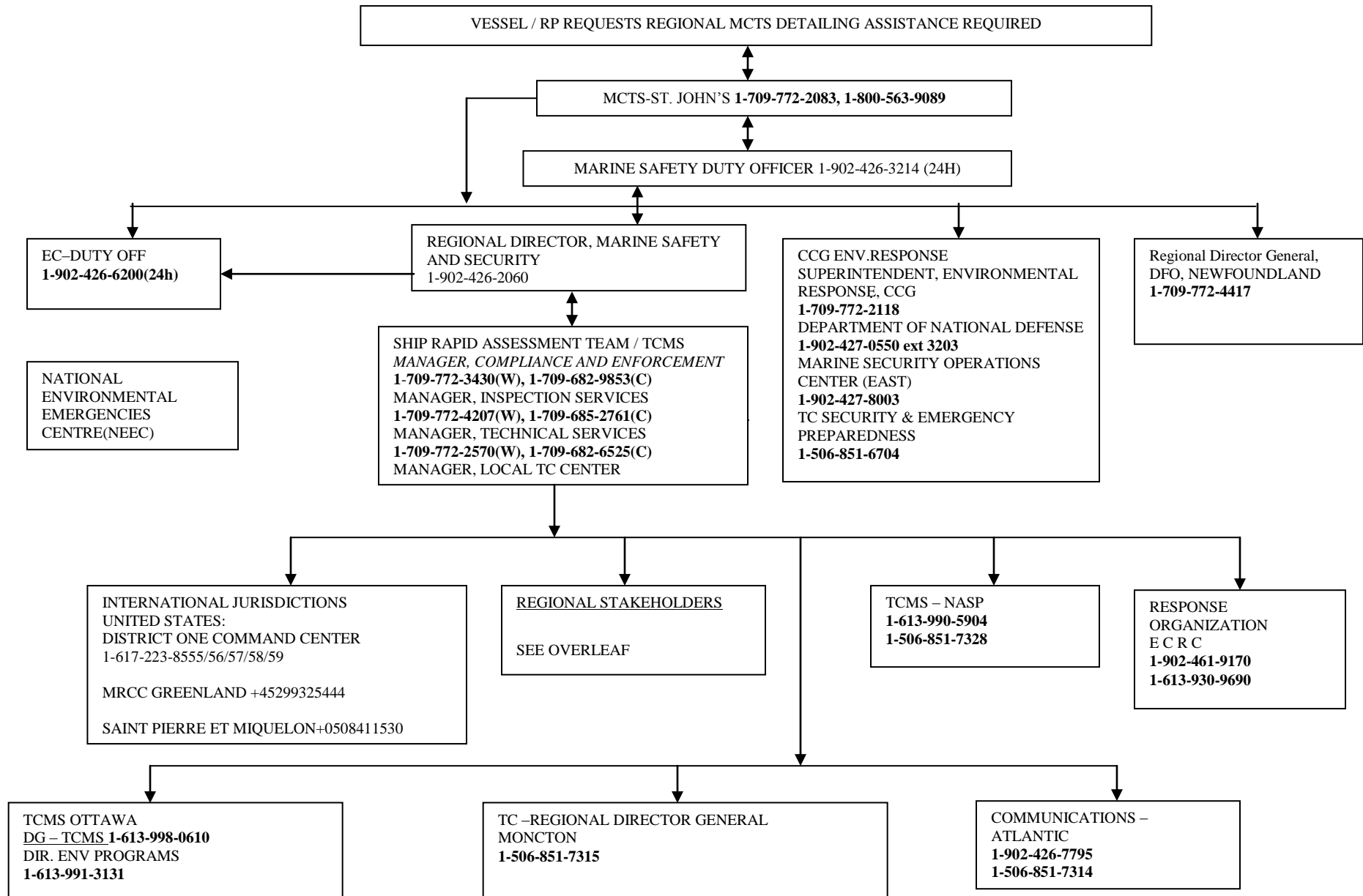
PLACES OF REFUGE CONTINGENCY PLAN, PROVINCIAL CONTACT LIST / NB, NS, PEI

ORGANIZATION	NEW BRUNSWICK	NOVA SCOTIA	PRINCE EDWARD ISLAND
Casualty Pollution Desk (CASPOL)		1-902-426-6030, 1-800-565-1633, 1-902-426-4483 (Fax)	
Superintendent, (CASPOL)		1-709-772-2310	
Rescue Coordination Centre		1-902-427-8200, 1-800-565-1582	
Joint Rescue Coordination Center(JRCC)		1-902-427-2102	
Regional Director CCG Programs		1-902-426-9022, 1-902-426-4828 (Fax)	
National Environmental Emergencies Centre (NEEC)		1-866-283-2333	
Regional Director, Transport Canada, Marine Safety and Security		1-902-426-2060, 1-902-426-6657 (Fax)	
Manager, Compliance & Enforcement, TCMS		1-902-426-3477, 1-902-402-3052 (Cell) 1-902-426-6657 (Fax)	
Regional Director General, DFO, Maritimes		1-902-426-2581	
Assistant Commissioner, CCG		1-709-772-5150	
Superintendent, Environmental Response, CCG		1-902-426-3699, 1-902-426-4828 (Fax)	
Senior Response Officer, CCG		1-902-426-3818, 1-902-426-1711(Fax)	
Deputy Marine Superintendent, CCG		1-902-426-2102	
Regional Director, Technical Services, CCG		1-902-426-3939	
Marine Superintendent, CCG		1-709-772-5822	
DFO Communications		1-902-426-6987	
Public Safety & Emergency Preparedness	1-506-452-3020 1-506-452-3906(Fax)	1-902-426-2082, 1-902-426-2087 (Fax)	1-902-566-7047 1-902-566-7045(Fax)
Emergency Measures	1-506-453-2133 1-800-561-4034	1-902-424-5620	
Provincial Department of the Environment	1-506-778-6032 1-506-778-6796 (Fax)	1-800-565-1633	1-902-368-5028 1-902-368-5830 (Fax)
Environment Canada		1-902-426-6200, 1-902-426-9709 (Fax)	
Regional Director Fleet, CCG		1-709-772-5497	
Response Organizations	ALERT: 1-506-644-3466 ECRC: 1-902-461-9170 / 1-613-930-9690	ECRC: 1-902-461-9170 / 1-613-930-9690 PTMS: 1-902-625-1711 ALERT: 1-506-644-3466	ECRC: 1-902-461-9170 / 1-613-930-9690
Harbour Master		1-902-426-3955, 1-902-426-3904(Fax)	
Indian & Northern Affairs	1-506-452-3842	1-902-426-0663, 1-902-426-0665(Fax), 1-800-567-9604	
DFO Aboriginal Programs	1-506-529-5871	1-902-742-6827, 1-902-742-6893(Fax)	
Canadian Food Inspection Agency	1-506-451-2562	1-902-426-5775, 1-902-426-1739(Fax)	
Department of National Defense		1-902-427-0550, 1-902-427-1334(Fax)	
Canadian Border Services Agency		1-902-426-5248,	
Canutec Bilingual Services		Emergency 1-613-996-6666 (24h)	
Atlantic Pilotage Authority		1-877-272-3477(24h), 1-902-426-4733	

PLACES OF REFUGE CONTINGENCY PLAN PROVINCIAL PROCESS FLOWCHART, (NS, NB, PEI)

PLACE OF REFUGE CONTINGENCY PLAN, PROVINCIAL CONTACT LIST / NEWFOUNDLAND AND LABRADOR

ORGANIZATION	NEWFOUNDLAND & LABRADOR
Casualty/Pollution Desk (CASPOL)	1-709-772- 6220(24h), 1-709-772-5369(Fax), 1-800-563-9089(24h)
MCTS St. John's	1-709-772-2083
Joint Rescue Coordination Centre	1-902-427-8200, 1-800-565-1582, 1-902-427-2102
Superintendent CASPOL	1-709-772-2310
Director, Maritime Services, CCG	1-709-772-6338
National Environmental Emergencies Centre (NEEC)	1-866-283-2333
Regional Director, Transport Canada, Marine Safety and Security	1-902-426-2060
Manager, Compliance & Enforcement, TCMS	1-709-772-3430, 1-709-682-9853 (Cell) 1-709-772-0210 (Fax)
Regional Director General, DFO, Newfoundland	1-709-772-4417
Assistant Commissioner, CCG	1-709-772-5150
Superintendent, Environmental Response, CCG	1-902-426-3699
Senior Response Officer, CCG	1-709-772-0846, 1-709-772-4066(Fax)
Regional Director Fleet Atlantic, CCG	1-709-772-5497, 1-709-772-2019(Fax)
Director Integrated Technical Services, CCG	1-902-426-3939
Marine Superintendent, CCG	1-709-772-5822, 1-709-772-3279(Fax)
DFO Communications	1-709-772-7622
Public Safety & Emergency Preparedness	1-709-772-5522, 1-709-772-4532(Fax)
Fire and Emergency Services	1-709-729-3703
Provincial Department of the Environment	1-800-563-6181
Environment Canada	1-709-772-7745, 1-709-256-6623
Marcom Operations Regional Operations Centre	1-902-427-2501
Response Organizations	ECRC:1-902-461-9170 / 1-613-930-9690
Harbour Master	1-709-772-4154
Aboriginal and Northern Affairs, Goose Bay	1-709-896-6184, 1-709-896-6175(Fax)
Canadian Food Inspection Agency	1-709-772-4714, 1-709-772-2282(Fax)
Department of National Defense	1-902-427-0550, 1-902-427-1334(Fax)
Canadian Border Services Agency	1-902-426-5248
Canutec Bilingual Services	Emergency 1-613-996-6666 (24h)
Atlantic Pilotage Authority	1-877-272-3477(24h), 1-902-426-4733
Provincial Airlines (PAL)	1-709-896-3531

PLACES OF REFUGE CONTINGENCY PLAN PROVINCIAL PROCESS FLOWCHART (NL)

PORT AUTHORITIES IN THE ATLANTIC PROVINCES**Canadian Port Authorities**

			Tel	Fax
Halifax, Nova Scotia	P.O. Box 336, Ocean Terminals	Halifax, NS B3J 2P6	902 - 426-2620	902 426-7335
St. John's, NL	P.O. Box 6178, 1 Water Street	St. John's, NL A1C 5X8	709 - 738-4777	709 738-4784
Saint John, NB	111 Water Street	Saint John, NB E2L 0B1	506 - 636-4860	506 636-4443
Belledune, NB	112 Promenade Shannon Drive	Belledune, NB E8G 2W2	506 - 522-1200	506 522-0803

Public Ports administered by Transport Canada, Harbours and Ports - Atlantic Region

			Tel	Fax
Peter Fullarton	Regional Director	95, Foundry St., Moncton, NB E1C 5H7	506-851-7564	506-851-7042
Mr. Eric Hadley	Regional Operations Manager	P.O Box 1013, Dartmouth, NS, B2Y 4K2	902 - 426-9357	902 426-3904

NOVA SCOTIA

Bridgewater (H*)
 Digby (H*)
 Hantsport (H*)
 Liverpool (H*)
 Louisbourg (H*)
 Lunenburg (H*)
 Mulgrave (H*)
 North Sydney (H*)
 Pictou (H*)
 Port Hawkesbury (H*)
 Pugwash (H*)
 Shelburne (H*)
 Sydney (H*)
 Yarmouth (H*)

H* = Harbour

NEWFOUNDLAND & LABRADOR

Come by Chance (H*)

Goose Bay (H*)
 Holyrood (H*)
 Lewisporte (H*)
 Long Harbour (H*)

Marystown (H*, F *)
 Port Aux Basques (H*)

Charlottetown (F*)
 Terrenceville (F*)

F*=Facilities

PRINCE EDWARD ISLAND

None

NEW BRUNSWICK

None

SECTION 4

IMO Resolution A 949.(23) “Guidelines on Places of Refuge For Ships in Need of Assistance” is available at the following link;

http://www.imo.org/blast/blastDataHelper.asp?data_id=9042&filename=949.pdf

IMO Resolution A 950.(23) “Maritime Assistance Services” is available at the following link;

http://www.imo.org/blast/blastDataHelper.asp?data_id=9043&filename=950.pdf

ATLANTIC REGION - PLACES OF REFUGE CONTINGENCY PLAN CHECKLIST

Date Started:_____ Date Completed:_____
YYYY-MM-DD **YYYY-MM-DD**
Ship's Name:_____ IMO#:_____
Official #:_____ Call-sign:_____ Flag:_____

Step	Action	Yes	No
1	Obtain Situation Report and/or Information from the ship, MCTS, agent or other sources. Commence the Annex 1 form.		
2	Summarize TCMSS's concerns on hazards and associated issues. Complete Annex 1 form.		
3	Identify possible risk assessment team members (TC, CCG, EC, USCG, etc.) Identify other interested stakeholders. Review potential assessment team members and stakeholders on Annex 2 .		
4	Preliminary analysis of current situation with the assessment team. Identify the risks, hazards, immediate action needed for POR request. Decide if an inspection team needs to be deployed. Complete Annex 3 form.		
5	Identify feasibility of each of the potential POR locations using information available Annex 3 form. Review members of risk assessment team and interested stakeholders.		
6	Estimate the risks and hazards for each option for POR. Use Annex 4 to assist in process. Estimate the risk level using Annex 5 . Identify risk control measures and their impact. Evaluate and compare POR options.		
7	Evaluate and compare the options for POR. Complete Annex 6 form.		
8	Decision – grant or deny access to a POR with control measures.		
9	Review and agree on ship's proposed action plan. Monitor implementation of action plan.		
10	Debrief POR process with assessment team and stakeholders. Obtain feedback from assessment team on process.		
	Ensure that the entire process for application for places of refuge has been documented thoroughly		

Completed by:

Verified by:

Signature: _____

Signature: _____

(Print Name:
Marine Safety Inspector

(Print Name:
Manager, Transport Canada Centre

ANNEX 1 PART 1**INFORMATION ON THE SHIP AND ITS CURRENT STATUS****Information on the Request**

Information on the Ship Request {as per A.949(23)}	
Information Provided by the Ship	Marine Safety's Comments
What assistance is required from Canada? (for example; lightering, pollution combating, towage, stowage, salvage, storage, repairs...)	
State the reasons for the ship's need for assistance. Cause and extent of damage or problem (for example; fire, explosion, damage to ship, including mechanical or structural failure, collision, pollution, impaired stability, grounding...)	
What are the hazards and associated risk and estimated consequences of potential casualty if the ship: remains in the same position, continues on its voyage, reaches a place of refuge, is taken out to sea.	
Describe the Problem and Associated Issues: (Briefly summarize the problem and issues, from Canada's perspective)	

ANNEX 1 PART 2**INFORMATION ON THE SHIP AND ITS CURRENT STATUS****Additional Ship Information****SHIP CONTACT INFORMATION**

1. Ship Identity – name, flag, identity/IMO/MMSI number
2. Master's name and nationality – Still on board?
3. Name of person on the ship making the request, date and time
4. Last port of call
5. Working language on board
6. Security (certificate, level)
7. Local representative of the company (name, address, telephone number, email address)
8. Registered owner (name, address, telephone number, email address)
9. Registered company (name, address, telephone number, email address)
10. If bare-boat charterer (name, address, telephone number, email address)
11. Classification society local representative (name, address, telephone number, email address)
12. Is the ship insured? Ship's insurers and limits of liability available (name, address, telephone number, email address)
13. Local P&I Club representative (name, address, telephone number, email address)

SHIP PARTICULARS

14. Type of ship
15. Size (tonnage), length, beam and draft of ship, air draft
16. Year constructed
17. Propulsion, thrusters
18. Anchoring gear
19. Towing Gear
20. Fuel (type, quantity, sulfur content)
21. Nature and condition of cargo, stores, bunkers, in particular hazardous goods, (type, quantity, condition)
22. Ballast
23. Number of crew and passengers on board
24. Has a Pre Arrival Information Report (PAIR) been submitted to ECAREG. If not, when will it be submitted.

ANNEX 1 PART 2 – (CONTINUED)**INFORMATION ON THE SHIP AND ITS CURRENT STATUS****Additional Ship Information****CURRENT STATUS**

25. Position of ship (and how determined)
26. Course and speed (making way, adrift or at anchor) and route information
27. Weather, sea and ice conditions, and forecast weather conditions
28. Status of crew/salvors/other (number on board and assessment of human factors, including fatigue)
29. Details of any casualties on board or in the vicinity of the ship
30. Actual pollution or potential for pollution
31. What is the urgency of the situation and the likelihood of a potential casualty
32. Sea room (depth, drift, traffic density)
33. Has the Classification Emergency Response Unit been contacted and supplied with information?
34. Confirmation of an arrangement with a Certified Response Organization pursuant to Paragraph 167.(1)(a) of the Canada Shipping Act, 2001

SHIP CONDITION (DAMAGE/DEFECTS/DEFICIENCIES)

35. Seaworthiness of the ship (buoyancy, stability, list, trim)
36. Status of propulsion and power generation, and steering
37. Status of essential shipborne navigational aids
38. Details of changes in ship condition since initial event

ASSISTANCE INFORMATION

39. Master's/Salvor's intentions
40. Names of vessels in vicinity or assisting in situation
41. Response actions taken by a ship (i.e., salvors contacted, engaged, at scene)
42. Distance and time to a place of refuge
43. Availability of charts and nautical publications for the sea and coastal area(s) of Canada
44. Details of what is required from a place of refuge
45. Docking ability
46. Is anchoring possible
47. Can the ship be accessed by helicopter

ANNEX 2**LIST OF POTENTIAL RISK ASSESSMENT TEAM MEMBERS AND STAKEHOLDERS**

- TC Marine Safety (Ship Rapid Assessment Team, ship technical and operational expertise, routing)
- DFO - CCG (response, spill and clean-up expertise)
- DFO (scientific and operational expertise on fisheries, ocean, habitat)
- Environment Canada (National Environmental Emergencies Centre, tailored weather forecast, dispersion/plume modeling)
- Ship Inspection Team
- TC Legal Services
- TC Security
- TC Communications
- Provincial authorities
- Municipal authorities
- Port authorities/harbour master
- Classification society
- Emergency services (police, fire)
- Response organization
- Pilots
- Salvage companies
- Shipyards
- Surveyors
- Cargo handling facilities
- Health officials
- Chemical industry
- Canada Revenue Agency (CRA)
- Seafarer associations
- Search and Rescue (SAR)
- Department of National Defense (DND)
- Foreign Affairs and International Trade (FAIT)
- US/French/Danish authorities
- Flag State
- Parks Canada (marine parks)
- Aboriginal groups
- Fishing industry
- Recreational Boating industry
- Canada Border Services Agency (CBSA)

ANNEX 3**CRITERIA FOR SELECTING A SUITABLE PLACE OF REFUGE**

What is needed by the ship to address the problem?		Suitability of Options		
Potential Requirements	Details	Refuge A	Refuge B	Refuge C
- Shelter (weather, sea, swell, ice)				
Safe anchorage (holding ground, depth)				
- Facilities/Equipment - reception facilities, transfer facilities i.e., pumps, hoses, barges, lightering				
- Repair facilities – shipyard, cranes, cargo gear, personnel				
- Salvage and Towage				
- Emergency facilities - fire fighting				
Docking requirements (draught, length, availability)				
- Sea room to manoeuvre				
- Other				
Other Place of Refuge Considerations				
– Navigation (traffic, unobstructed approach, pilots, tides, currents, ice, anchorage)				
- Assistance nearby, if needed (Oil and chemical response, salvage, towage)				
- Distance to refuge versus urgency				
- Accessibility by land, sea, and air				
- Ability of refuge to contain or limit the spread of pollution				
- Characteristics of refuge that would reduce the impact of pollution or facilitate clean-up				
- Emergency Response Capabilities (i.e., SAR, evacuation, medical, HAZMAT)				
- Is there a site suitable for beaching the problem ship if necessary.				
- Security, ability to restrict area, access				
- Weather and Sea Conditions (prevailing wind, tide, current, ice, weather , sea)				

ANNEX 4**AREAS THAT COULD BE PUT AT RISK IN THE EVENT OF
A CASUALTY****Health, Safety and Security**

- Public safety/security - consider distance to populated areas, size
- Persons on board
- Responders
- Salvors
- Persons in vicinity of ship
- Other ships – collision
- Air quality, contamination

Environmental

- Sensitive areas (habitat, species), ecological reserve or protected area,
- Wildlife (marine, terrestrial, avian)
- Waters in vicinity of ship
- Adjacent coastlines
- Neighboring countries (US, Denmark, France)

Socio-Economic

- Communities and business interests – consider distance to communities and industrial area
- Impact on fisheries – offshore, approaches, shellfish
- Tourism – coastline, beaches, sightseeing, hotels, waterfront activities
- Public and private property
- Infrastructure – bridges, channels, blockage, dock facilities, other installations
- Port delays/disruption
- Costs – i.e., salvage, environmental clean up, transport, cargo handling/lightering, surveying, pilotage, towage, moorage, harbour dues, specialists, special measures, waste disposal, material damage, personal damage, repatriation of crew/passengers, emergency services, repair and shipyard, removal of wreck
- Marine transportation system
- Offshore oil and gas activities
- The ship and its cargo

ANNEX 5**PROBABILITY AND SEVERITY OF ADVERSE CONSEQUENCES AND THE OVERALL RISK LEVEL****Estimate Severity of Adverse Consequences:**

The severity of the overall consequences associated with a risk scenario can be categorized as follows:

<i>Catastrophic:</i>	multiple deaths, multiple major injuries, extreme property or environmental damage, extreme negative impact on the economy, major national or long term impact.
<i>Severe:</i>	death, major injuries, severe property or environmental damage, loss of the ship, major risk to safety or restriction to shipping, regional impact.
<i>Significant:</i>	many injuries, significant property or environmental damage, short-term consequences, local impact
<i>Minor:</i>	some minor injuries, some property or environmental damage, minor short-term consequences.

Estimate Probability of Adverse Consequence:

The overall probability associated with a risk scenario can be categorized as follows:

<i>Highly probable:</i>	almost certain the accident will occur.
<i>Probable:</i>	accident likely to occur.
<i>Unlikely:</i>	accident could occur.
<i>Improbable:</i>	accident not likely to occur.

Estimate the Overall Risk Level

The following risk matrix can be used to help determine and categorize the overall risk level for each option. This estimate can then be used to help compare one option with another.

<i>Severity of Adverse Consequence</i>	<i>Probability of Adverse Consequences Over Time</i>			
	HIGHLY PROBABLE	PROBABLE	UNLIKELY	IMPROBABLE
CATASTROPHIC	9	8	7	5
SEVERE	8	7	6	3
SIGNIFICANT	7	6	4	2
MINOR	5	3	2	1

Risk Level: **Low (1-3)** **Medium (4-6)** **High (7-9)**

ANNEX 6**ASSESSMENT DETAILS**

What is the problem and associated issues: (Step 1 and 2, Annex 1):			
Option (i.e., port / place / at sea in position / continues voyage / taken out to sea):(Step 5)			
Describe what could happen (risk scenarios, hazards, risks): (Step 6)			
Potential Consequences: (Step 6, Annex 4)			
Risk Estimation: (Step 6, Annex 5)	Consequence category: Specify:	Probability category: Specify:	Risk Level:
Control Measures: (Step 6)			
Risk Evaluation: (Step 7)	Advantages:	Disadvantages:	