# Georgia Strait Integrated Response Plan for Marine Pollution Incidents

2021 Version

# PLAN REGISTER OF AMENDMENTS

This plan supersedes the 2020 version. The Plan has been reviewed and updated as appropriate to reflect lessons learned from incidents, exercises, and the planning process.

#	Date	Description	Initials
1	2021-03-03	2020/2021 PIER Working Group Updates	AF

## LETTER OF PROMULGATION

The Georgia Strait Integrated Response Plan for Marine Pollution Incidents ('the Plan') is a guide for multi-agency response to marine pollution incidents of potential significance in British Columbia, in the waters of the Georgia Strait. This guide is not intended to be legally binding.

This Plan was prepared by the Canadian Coast Guard Western Region as part of the Canadian Coast Guard's Environmental Response planning framework. It is the product of a cooperative effort by Federal Departments, First Nations, local government, private sector and Provincial Ministries. The appendices and annexes of this Plan remain evergreen, subject to updates and amendments as required.

Through the Plan, the Canadian Coast Guard confirms its commitment to fulfill the role of federal Incident Commander and promote an inclusive, integrated response to marine pollution events where the Canadian Coast Guard is the lead agency.

Derek Moss Assistant Commissioner, Western Region Canadian Coast Guard

Signed at

Date 8 February 2022

# EMERGENCY NUMBERS: POLLUTION REPORTING AND NOTIFICATIONS

SPILLS OF OIL OR HAZARDOUS MATERIALS INTO MARINE WATERS MUST BE REPORTED AS DEFINED

**UNDER THE** - Canadian Environmental Protection Act, 1999 (CEPA, 1999), Fisheries Act, Canada Shipping Act, 2001 (Vessel Pollution & Dangerous Chemical Regulations s.132 & s.133) and BC Environmental Management Act, and Spill Reporting Regulation.

MARINE POLLUTION IN CANADIAN WATERS <sup>1</sup>			
All ship-source or mystery-source pollution must be reported to the Canadian Coast Guard.	Canadian Coast Guard Regional Operations Centre MARINE POLLUTION REPORTING LINE 1-800-889-8852 Toll Free 24hrs or Marine Communications & Traffic Services (MCTS) VHF Channel 16		
LAND-BASED SPI	L OR SPILL ON LAND		
All land-based spills or spills occurring on land must be reported to Emergency Management BC Spills reporting line.	Emergency Management British Columbia SPILLS REPORTING LINE 1-800-663-3456 Toll Free 24hrs		
SHIP-SOURCE RELEASE OF DANGEROUS GO	OODS OR HAZARDOUS NOXIOUS SUBSTANCES		
In addition to contacting the Canadian Coast Guard, any ship-source release of dangerous goods or hazardous noxious substances into the marine environment should be reported to the Canadian Transport Emergency Centre.	Canadian Transport Emergency Centre (CANUTEC) 1-888-CAN-UTEC (226-8832) Toll Free 24hrs (613) 996-6666 Collect Call *666 Cellular Phone (Canada only)		
MARINE POLLUTION IN U.S.A. WATERS			
For spills outside Canadian waters contact USCG National Response Centre.	United States Coast Guard National Response Center REPORTING LINE 1-800-424-8802 Toll Free 24hrs		
NATIONAL ENVIRONMENTAL EMERGENCY CENTRE (NEEC)			
The NEEC receives notification of emergencies through the above mentioned organizations and can be contacted directly for specific scientific and technical advice.	Environment and Climate Change Canada National Environmental Emergencies Centre REPORTING LINE 1-866-283-2333 Toll free 24hrs		

<sup>&</sup>lt;sup>1</sup> Vessels and oil handling facilities must report pollutant discharge or anticipated discharge as outlined within the *Vessel Pollution & Dangerous Chemical Regulations s.132 & s.133*.

# TABLE OF CONTENTS

PLAN REGISTER OF AMENDMENTS ii
LETTER OF PROMULGATION iii
EMERGENCY NUMBERS: POLLUTION REPORTING AND NOTIFICATIONSiv
TABLE OF CONTENTS v
TABLE OF FIGURES vi
TABLE OF TABLES vii
PARTICIPANTS IN RESPONSE PLANNINGviii
GLOSSARY OF TERMS, ACRONYMS AND ROLES x
Chapter 1000 Plan Overview1
1100 Intent of the Plan
1110 Purpose1
1120 Scope1
1130 Guiding Principles2
1140 Health and Safety2
1150 Other Plans in the Area3
1160 Overview of the Plan Area5
Chapter 2000 Preparing for Marine Pollution Incidents7
2100 Response Capacity in the Plan Area7
2110 Cascading Resources
2200 Training & Exercises
2210 Training
2220 Exercises10
Chapter 3000 Responding to Marine Pollution Incidents 11
3100 Initial Response Phase 11
3110 Incident Reporting11
3120 Initial Assessment12
3130 Notification within a Response Planning Area13
3140 Activating a Coordinated Response14

3150 Establishing Unified Command15
3200 Planned Response Phase: Incident Command 16
3210 Environmental Unit17
3220 Information Management19
3230 Volunteer Management20
3240 Waste Management20
3250 Response Demobilization21
Chapter 4000 Post Incident 22
4100 Post Incident Response Analysis 22
4110 Plan Review and Updates22
Appendix 1: Agency Specific Summary of Participant Roles, Jurisdiction and Capabilities 24
Appendix 2: Area Plan Logistics and Resources57
Appendix 3: Key ICS Functions
Appendix 4: Initial Information Gathering Checklist
Appendix 5: Coordination Conference Call Agenda81
Appendix 6: Lead Agency Designation 86
Appendix 7: Environmental Unit
Appendix 8: Health and Safety
Appendix 9: Transition to Recovery Phase94
Appendix 10: Related Documents and Links101

# TABLE OF FIGURES

Figure 1. The eight Canadian Coast Guard Environmental Response Areas.	5
Figure 2. The Georgia Strait Response Planning Area	6
Figure 3. ICS Organization and Interaction Flowchart	16
Figure 4. Logistics Section Organization Chart	57
Figure 5. Mobile Incident Command Post Communications Package	60
Figure 6. The Planning P	79

# TABLE OF TABLES

Table 1. Lead Agency Based on Pollutant Source	1
Table 2. Marine Pollution Response Training Available in the Plan Area	9
Table 3. Communications Resource Availability Worksheet (ICS-217) – Canadian Coast Guard (DEC 2020)	63
Table 4. Communications Resource Availability Worksheet (ICS-217) – Response Participants (DEC 2020)	65
Table 5. Healthcare Services	68
Table 6. Food Services	70
Table 7. Potential Locations for Incident Command Posts	71
Table 8. Lead Agency and Unified Command Structure Based on Pollutant Source	86

## PARTICIPANTS IN RESPONSE PLANNING

Environmental emergency management in Canada is a shared responsibility, relying on ongoing cooperation and communication between federal, First Nation, provincial, local, and private sectors. The Canadian Coast Guard has worked closely with the response community to identify best practices and develop area response plans for marine pollution incidents. This process has served to build valuable relationships across multiple jurisdictions and with participants involved in a response.

The Georgia Strait Integrated Response Plan for Marine Pollution Incidents is intended as a framework to guide an operational, integrated and cooperative response to marine pollution incidents within the Georgia Strait. The following organizations are instrumental in the planning process and agree in principle to support the implementation and ongoing maintenance of the Plan:

#### **Federal Government**

Canadian Coast Guard Canadian Wildlife Service Environment and Climate Change Canada Fisheries and Oceans Canada Transport Canada Public Safety Canada Health Canada Nanaimo Port Authority

#### **First Nations**

Shíshálh (Sechelt) First Nation Tla'amin (Sliammon) First Nation Klahoose First Nation Homalco First Nation Snaw-aw-as (Nanoose) First Nation Qualicum First Nation Snuneymuxw (Nanaimo) First Nation Lyackson First Nation Stz'uminus First Nation Penelakut Tribe Halalt First Nation Cowichan Tribes Lake Cowichan First Nation Pauquachin First Nation Malahat Nation

#### **Health Authorities**

First Nations Health Authority Vancouver Island Health Authority Vancouver Coastal Health Authority

#### **Provincial Government**

BC Ministry of Environment and Climate Change Strategy Emergency Management BC BC Parks Health Emergency Management BC

#### **Local Authorities**

Comox Valley Regional District Cowichan Valley Regional District Nanaimo Regional District qathet Regional District (Powell River) Strathcona Regional District Sunshine Coast Regional District District of Sechelt City of Nanaimo City of Parksville Town of Qualicum Beach Islands Trust

#### **Private Sector**

Western Canada Marine Response Corporation Harbour Authority Association of BC

#### Appendix 1 – Agency Specific Summary of Participant Roles, Jurisdictions and Capabilities

provides information about those involved in the Plan development, including:

- Contact information
- Jurisdiction or mandate
- Response capacity (if applicable)
- Additional plans, policies, and guidelines related to preparedness and response in Canada and this region.

<b>GLOSSARY OF TER</b>	MS, ACRONYN	AS AND ROLES
------------------------	-------------	--------------

Term	Acronym	Definition or Role
Agency Representative		A person assigned by a Primary Department, Assisting, or Cooperating Government Agency or private organization that has been delegated authority to make decisions affecting that agency's or organization's participation in incident management activities following appropriate consultation with the administrator(s) of that agency.
Area Response Plan		Provides detailed information to be used by responders within specific geographical areas and is consistent with a broader regional plan. Also referred to as a Geographically Specific Response Plan. The West Coast Vancouver Island Integrated Response Plan is an Area Response Plan
British Columbia Ministry of Environment and Climate Change Strategies	BC MoECCS	Key Provincial Ministry responsible for coordinating a provincial response to spills of hazardous materials and incidents impacting the environment and providing oversight to ensure proper cleanup.
Canadian Coast Guard	CCG	The Canadian Coast Guard is the lead federal agency for the response component of Canada's Marine Oil Spill Preparedness Response Regime.
Canada Energy Regulator	CER	The Canada Energy Regulator is an independent federal regulator of several parts of Canada's energy industry. It regulates pipelines, energy development and trade.
Containment		The use of physical barriers such as boom to control or to restrict the spread of harmful substances.
Countermeasures		Any measure that is taken to reduce the impact and effect of the discharge of harmful substances.
Discharge		The Canada Shipping Act, 2001, refers to a discharge of a pollutant from a vessel, or a discharge of oil from an oil handling facility engaged in loading to, or unloading from, a vessel, that directly or indirectly results in the pollutant entering the marine environment, and includes spilling, leaking, pumping, pouring, emitting, emptying, throwing and dumping.
Emergency Coordination Centre	ECC	The Emergency Management BC coordination and communication link with the other response levels and the federal disaster support system.
Emergency Management British Columbia	EMBC	Emergency Management BC is the coordinating agency for the provincial government's emergency management activities.

Emergency Operations	EOC	The Emergency Operations Centre coordinates
Centre		information and resources to support domestic
		incident management activities.
Environment and Climate	ECCC	Provides the Government of Canada's coordinated
Change Canada		scientific and technical advice and expertise during
<b>0</b>		pollution incidents involving the discharge or threat
		of discharge of a pollutant to the environment
		regardless of source.
Environmental Unit	EU	Recognizes and balances social, cultural, ecological,
		and commercial values, supported by science and
		local knowledge to make recommendations to Unified
		Command.
Environmental Unit Leader	ENVL	Responsible for environmental matters associated
		with the response, including assessment, modeling,
		surveillance and environmental monitoring and
		permitting.
Federal Lead		The organization designated by statute, inter-agency
Agency/Provincial Lead		agreement, treaty or Cabinet decision to ensure
Agency/Agency of Primary		appropriate management of the emergency response
Jurisdiction		functions. This concept relates to the statutory
		mandate and authorities of each agency.
First Nations Health	FNHA	Coordinates First Nations Health Authority activities
Authority		to ensure First Nation communities are effectively
		Incorporated into emergency response and recovery
First Beenense to Oil Spille	FROST	A two day introductory training course taught by the
	FRUST	A two-day introductory training course taught by the
Fishering Constant	550	
Fisheries and Oceans Canada	DFO	Provide necessary and relevant technical advice,
		guidance, support and services to response and
		effective environmental response. Through these
		actions we provide and maximize protection of
		fisheries fish (including marine mammals) fish
		habitat sensitive marine ecosystems aquatic Species
		at Risk and their habitat, under its jurisdiction.
Geographic Response	GRS	A pre-established tactical plan tailored to protect a
Strategy	GIG	specific sensitive area from impacts of a marine
Strategy		pollution incident if operationally feasible. GRS
		provide tactical information and include practical and
		logistical information to facilitate quick deployment
		during an incident. A GRS is a concise document with
		maps, pictures, diagrams, and instructions used by
		operational field personnel.
Hazardous Substance		
		Includes any unknown or incompletely identified
		Includes any unknown or incompletely identified material or mixture, any pollutant other than oil, or

		"Noxious Liquid Substance", "Dangerous Bulk Material", or "Dangerous Good" under the Canada
		Shipping Act, 2001, or Transportation of Dangerous
		Goods Act or other goods of a
		dangerous nature.
Incident Commander	IC	The individual responsible for all incident activities under their mandate or delegation of authority, including the development of strategies and tactics and the ordering and release of resources. The Incident Commander has overall authority and responsibility for conducting incident operations and is responsible for the management of all incident operations at the incident site.
		Federal Incident Commander: The federal government's representative member of Unified Command designated by mandate and/or legislation. First Nations Incident Commander(s): The First Nation representative assigned as a member of Unified Command by its territory and executive. Local Authority Incident Commander: The local authority's representative member of Unified Command designated by charter and its executive. Provincial Incident Commander: The provincial government's representative member of Unified Command designated by mandate and/or legislation. Polluter Incident Commander: The representative of the ship owner or Oil Handling Facility assigned to be a member of Unified Command.
Incident Command Post	ICP	The field location at which the primary tactical-level on-scene incident command functions are performed.
Incident Command System	ICS	A standardized incident management methodology and terminology specifically designed to facilitate the cooperation between different departments, agencies, private companies, First Nations and all affected or having a responsibility as a result of an incident, without being hindered by differences of terminology or organisational structure.
Information Officer	IOFR	Responsible for developing and releasing information about an incident to the media and public.
Joint Information Centre	JIC	Integrates incident information and public affairs into a cohesive organization designed to provide consistent, coordinated, timely information during a crisis or incident operations.
Land Based Spill		A pollution incident originating from a land based source that enters the maritime environment.

Lead Agency		The Lead Agency, otherwise known as Agency of Primary Jurisdiction, is the organization designated by statute, inter-agency agreement, treaty or Cabinet decision to ensure appropriate management of the emergency response functions.
Liaison Officer	LOFR	A member of the Command Staff responsible for coordinating with representatives of cooperating and assisting agencies or organizations.
Marine Emergency Response Coordination Committee	MERCC	The Marine Emergency Response Coordination Committee provides a venue for Canadian Coast Guard and other interested organizations to maintain an open dialogue on the coordination of marine assets during emergency or security response and recovery activities.
Marine pollution incident		When a pollutant enters, or has the potential to enter, Canadian Waters. For the purpose of this plan, "Marine Pollution
		Incident" applies to Canadian Coast Guard lead responses under the powers of the Minister of Fisheries and Oceans as defined within Section 41 of the Oceans Act. In circumstances when the Canadian Coast Guard is not the lead agency, the appropriate department, board or agency's regulatory requirements would take precedence.
Marine Spill Response Operations Course	MSROC	This 5 day course teaches all aspects of spill response management. It prepares personnel to respond to marine oil spill incidents, including operation direction, coordination and supervision under the overall direction of the incident commander.
Mitigate		Any action to contain, reduce, or eliminate the harmful effects of a spill or release of a hazardous substance/material.
Multi-Jurisdictional Response		An incident requiring action from multiple agencies that each have jurisdiction to manage certain aspects of an incident. In Incident Command System, these incidents will be managed under Unified Command.
Mystery Source Pollution Incident		A spill of a pollutant from an unknown source in Canadian waters.
National Aerial Surveillance Program	NASP	The National Aerial Surveillance Program monitors ships by aerial surveillance to help prevent pollution in Canadian waters.

National Environmental	NEEC	Environment and Climate Change Canada's 24/7 hub
Emergencies Centre		for providing scientific and technical advice aimed at
C C		reducing impacts and ensuring measures are taken to
		protect the environment.
Net Environmental Benefit	NEBA	The process used during pollution response to inform
Analysis		decisions about response options and
		technologies. This process estimates the potential
		gains in environmental services or other ecological
		properties and cultural values attained by response
		actions and weighs them against the potential
		adverse impacts caused by those actions to
		determine whether an action associated with the
		"not" honofit
Oil		Petroleum in any form including crude oil fuel oil
01		sludge oil refuse and refined products (CSA 2001)
Oil Pollution Incident		An occurrence, or a series of occurrences baying the
On Fondtion incluent		same origin that results or may result in a discharge
		of oil (CSA, 2001 Part 8 s.165).
Oil Handling Facility	OHF	A facility, including an oil terminal, that is used or that
		will be used in the loading or unloading of petroleum
		in any form, including crude oil, fuel oil, sludge, oil
		refuse and refined products, to or from vessels.
Oil Pollution Incident		An occurrence, or a series of occurrences having the
		same origin, that results or may result in a discharge
		of oil (CSA, 2001 Part 8 s.165).
Plan Area		The Georgia Strait Plan area extends south from
		Campbell River on the east coast of Vancouver Island,
		to encompass the Gulf Islands in Georgia Strait from
		Cortes Island, then north through Bute Inlet and
		south along the Sunshine Coast through Georgia
		Strait to include Gibsons on the mainland, the Guil
		through Saanich Inlet to Malabat on Vancouver
		Island The Georgia Strait plan area borders the North
		Vancouver Island plan area in the north the luan de
		Fuca plan area in the south and the Greater
		Vancouver Integrated Response Plan in the southeast.
Pollutant		The Canada Shipping Act, 2001 definition is:
		(a) a substance that, if added to any waters,
		would degrade or alter or form part of a
		process of degradation or alteration of the
		quality of the waters to an extent that is
		detrimental to their use by humans or by an
		animal or a plant that is useful to humans;
		and

		(b) any water that contains a substance in
		such a quantity or concentration, or that has
		been so treated, processed or changed, by
		heat or other means, from a natural state,
		that it would, if added to any waters, degrade
		or alter or form part of a process of
		degradation or alteration of the quality of the
		waters to an extent that is detrimental to
		their use by humans or by an animal or a
		plant that is useful to humans.
Polluter		In the context of marine pollution, a polluter can be a
		vessel owner or an oil handling facility owner.
Polluter Pays Principle		Canada has adopted the polluter pays principle where
		the polluter is responsible for costs and expenses for
		eligible claims associated with pollution damage. For
		example, if a ship spills oil in Canadian waters the
		responsibility to compensate for eligible losses and
		damages, the ship-owner is first and foremost strictly
		liable.
Pollution Damage		"Pollution damage", in relation to any ship, means
		loss or damage outside the ship caused by
		contamination resulting from the discharge of a
		pollutant from the ship ( <i>Marine Liability Act</i> , Part 6).
<b>Regional Operations Centre</b>	ROC	The Canadian Coast Guard's 24/7 alerting desk.
Remediation		The process to remove residual contamination from
		soil, water, air, and other media.
Residual effects		Adverse consequences directly related to the
		discharge remaining after the implementation of
		recovery and remediation actions; residual effects are
		usually described using standard residual effects
		criteria: context, magnitude, extent, duration,
		reversibility, and frequency.
Resources-at-Risk	RAR	Features that have the potential to be impacted by
		pollutants. They can be divided into the following
		categories: physical environment, ecological
		resources, socio-economic resources, and local and
		Indigenous interests.
Response Organization	RO	A qualified person to whom the Minister (TC) issues a
		certificate of designation under subsection 169(1) of
		the <i>Canada Shipping Act, 2001</i> . Response
		Organizations are prepared to respond to marine
		politicion and to mitigate the impact of discharge into
		the marine environment. See Western Canada Marine
		Kesponse Corporation.

Resource Agency		An agency or organization providing personnel, services, or other resources to the agency with direct responsibility for incident management.
Response Resources		Personnel and major items of equipment, supplies, and facilities available or potentially available for assignment to incident operations.
Restoration		The process of assisting the recovery of a species, habitat, ecosystem, or other resource (natural or cultural) that has been degraded, damaged, or destroyed. It is an intentional human activity that initiates or enhances the recovery of an impacted resource with respect to its health, integrity, and sustainability.
Safety Officer	SOFR	Responsible for the development and recommendation of measures to ensure personnel safety and occupational health of response workers.
Ship-Source Oil Pollution Fund	SOPF	Established under Part 7 of the Marine Liability Act, the Ship-source Oil Pollution Fund (SOPF) is a special purpose account available to pay for claims of response costs and expenses, loss and damage related to oil pollution damage or anticipated damage caused by the discharge of oil from all classes of ships on inland or coastal waters, including the exclusive economic zone of Canada.
Shoreline Cleanup	SCAT	A systematic method for surveying an affected shoreline after a marine pollution incident.
Transport Canada	тс	Transport Canada is the lead federal regulator of marine shipping and has legislative oversight over Canada's oil spill preparedness and response regime.
Unified Command	UC	An application of the Incident Command System, used when there is more than one agency with incident responsibility or when incidents cross jurisdictions. To be a member of the UC, a participating organization must have underlying legislative authority or legal obligation to carry out proposed response action and have jurisdiction within the area affected by the incident. ( <i>CCG Incident Management Handbook,</i> 2016). Refer to section 3150 for further information.
Vessel		A boat, ship or craft designed, used or capable of being used, solely or partly for navigation in, on, through or immediately above water, without regard to method or lack of propulsion, and includes such a vessel that is under construction. It does not include a floating object of a prescribed class.

Volunteer		Any individual accepted to perform services by an agency that has authority to accept volunteer services when the individual performs services without promise, expectation, or receipt of compensation for services performed.
Waste Management Plan	WMP	A document that outlines the activities and methods of waste management from waste generation to final disposal.
Waters under Canadian Jurisdiction		The internal waters of Canada as described in section 6 of the Oceans Act, the territorial sea of Canada as described in section 4 of the Oceans Act and the exclusive economic zone of Canada as described in section 13 of the Oceans Act, and includes the shipping safety control zones prescribed pursuant to section 11 of the Arctic Waters Pollution Prevention Act.
Western Canada Marine Response Corporation	WCMRC	The Transport Canada certified Response Organization for British Columbia.
Wildlife		In the context of pollution response, including marine and terrestrial species that are protected under the Fisheries Act, the Migratory Birds Convention Act, the Species at Risk Act, and the BC Wildlife Act as well as species that are of cultural importance to First Nations and coastal communities.

# Chapter 1000 Plan Overview

# 1100 Intent of the Plan

### 1110 Purpose

The purpose of the Plan is to support a consistent and predictable response to a marine pollution incident to ensure a safe, effective, coordinated response and minimize adverse effects to the health of the people, cultures, communities, and ecological and socio-economic resources within the area covered by the Plan. It provides a common understanding among anyone involved in or affected by a marine pollution incident that falls under the authority of the Canadian Coast Guard, as provided for by legislation.

The following table summarizes the circumstances where other agencies will adopt the lead agency role.

Table 1. Lead Agency	Based on	Pollutant Source
----------------------	----------	------------------

Pollutant Source	Lead Agency	CCG Role
Vessel operated by the Department of National Defence	ECCC	Resource Agency
Canadian Coast Guard Vessel	ECCC/CCG	Resource Agency
Land Based (Federal Facility)	ECCC	Resource Agency
Land Based	Province(s) or Territory	Resource Agency
Land Based (Pipeline)	Province	Resource Agency
Land Based (Inter-Provincial Pipeline)	CER	Resource Agency

#### 1120 Scope

The Plan highlights operational activities, from reporting, assessment, and notification to conducting a coordinated response to a marine pollution incident. It is intended for discharges or threatened discharges of pollutants resulting from a vessel, an Oil Handling Facility (OHF) engaged in loading or unloading oil from a vessel or as a result of a mystery source spill within Canadian waters. It is further intended to support significant, complex marine pollution incidents in the plan area where Unified Command (UC) is established.

This evergreen document will continuously change and evolve through lessons learned from incidents, exercises and the planning process.

## **1130 Guiding Principles**

With the intent of the various participants working together during the response to a marine pollution incident within the plan area, all participants agree on the following guiding principles:

- **Health and Safety** The protection of the health and safety of response personnel and the public is paramount.
- **Environmental Stewardship** The protection of people, the environment, cultural heritage, and property are the primary objectives for each response effort.
- **Minimize Economic Impacts** The economic impacts from a marine pollution incident on local and regional economies should be minimized.
- Respect All participants acknowledge and respect the laws, customs, traditions, existing
  agreements and governance structures in the plan area. Unified Command does not
  supersede the legal authorities assigned by law to any other department, board or agency
  of the Government of Canada.
- **Timeliness of Response** The response must be timely, appropriate, and reasonable to repair, remedy, minimize or prevent pollution damage.
- Incident Management The federal, provincial and local government agencies, and First Nation(s) will use the Incident Command System (ICS) to organize and coordinate their participation in the response effort. Unified Command may be established to allow participants with jurisdictional or functional responsibility to develop a coordinated set of response objectives and strategies.

## 1140 Health and Safety

The following elements must be addressed in health and safety planning and implementation.

- **Safety Management System** established whereby safety and health are systematically delivered and communicated throughout the Incident Management's organization from command to field.
- **Dedicated Safety Officer** build safety plans and ensures the health and safety of all responders.
- Hazard and Risk Assessment undertaken is particular to the incident and the working environment that includes but is not limited to sea conditions, transportation, chemical exposures, decontamination, and operations.

- **Safety Communication and Monitoring** are undertaken to deliver, record, assess, and alter responder safety throughout an incident.
- **Training and Certification** are required for all responders before deployment to ensure they are prepared for operational tasks in potentially hazardous working environments.
- **Personal Protective Equipment** provided to responders suitable for operations, hazards, and working conditions. Responders should be oriented and trained in the correct use of personal protective equipment.
- **Hygiene and Decontamination** Personal hygiene facilities and supplies are readily available, and the standard of use is communicated to all responders. Response-related oil/chemical contamination is controlled and decontamination protocols are effectively implemented.

Additional information can be found in <u>Appendix 8: Health and Safety</u>.

# 1150 Other Plans in the Area

This Integrated Response Plan is part of a network of plans within the Canadian Coast Guard. The following network of plans are dependent on each other but one does not necessarily supersede the other.

## Marine Spills Contingency Plan (National Chapter)

This policy document that provides overarching guidance for CCG regions on managing the national and regional Environmental Response Program to be compliant with regulations, standards and the Marine Oil Spill Preparedness and Response Regime.

## Marine Spills Contingency Plan (Western Region Chapter)

The Western Region Chapter is a strategic document that details how the Environmental Response teams are managed, train and exercise, conduct response operations, and procure and maintain pollution response equipment.

## Canada-United States Joint Marine Pollution Contingency Pacific Annex (CANSUPAC)

CANUSPAC is an agreement between the Canadian Coast Guard (CCG) and the United States Coast Guard. The Joint Contingency Plan is intended to ensure awareness and enable a coordinated federal response to pollution incidents that could affect both countries and covers all potential sources of marine pollution.

## Integrated Response Plans (Area Plans)

The Canadian Coast Guard Western Region has eight geographically specific response planning areas along the coast of BC. These areas have developed an integrated response plan, such as this one, in collaboration with federal government, First Nations, provincial government, local authorities and the private sector. The response planning area boundaries have been

established to align with various existing regional and district boundaries, as well as CCG response areas.

This Plan is one component of a framework for marine pollution incident response that spans multiple jurisdictions, and is aligned with Canadian legislation, which implements the relevant international conventions adopted under the auspices of the International Maritime Organization. This Plan should be considered in conjunction with First Nation, federal, provincial and local government, private sector and transboundary plans that align with the current National Oil Spill Preparedness and Response Regime.



Figure 1. The eight Canadian Coast Guard Environmental Response Areas. These areas include the Central Coast, Greater Vancouver, Haida Gwaii, Juan de Fuca, North Coast, North Vancouver Island, Strait of Georgia, and West Coast Vancouver Island.

#### 1160 Overview of the Plan Area

The Georgia Strait plan area extends south from Campbell River on the east coast of Vancouver Island, to encompass the Gulf Islands in Georgia Strait from Cortes Island, then north through Bute Inlet and south along the Sunshine Coast through Georgia Strait to include Gibsons on the mainland, the Gulf Islands as far south as Valdes and Thetis Islands, and through Saanich Inlet to Malahat on Vancouver Island. The polygon representing the Georgia Strait plan area in Figure 1.1 (magenta border) covers an area of 14,804 km<sup>2</sup>. The plan area includes the Strathcona Regional District in the north, the qathet and Sunshine Coast Regional Districts in the east, the Comox, Nanaimo and Cowichan Valley Regional Districts in the west with the Cowichan Valley Regional District forming the southern border of the plan area. The Georgia Strait Plan Area borders the North Vancouver Island, Greater Vancouver and Juan de Fuca plan areas.



Figure 2. The Georgia Strait Response Planning Area, which includes Desolation Sound and Bute Inlet in the north and south through Georgia Strait, including Saanich Inlet. This area borders the North Vancouver Island plan area in the north, the Juan de Fuca plan area in the south and the Greater Vancouver plan area in the southeast.

The consequences of a marine pollution incident in the Plan Area will vary by incident and depend on many factors. Each incident is unique. In particular, where the spill occurs, and the conditions under which it happens, will influence the short and long term consequences. Some of these factors include:

- Type of product spilled and its fate and behaviour;
- Type of affected media (e.g. water, sediment, soil);
- Nature of the media affected (e.g. coarse vs fine grain sediments/soils);
- Sensitivity of the affected environment (e.g. fragile habitat, clam beds, recreational beaches);
- Jurisdiction over the affected environment (e.g. federal, provincial, municipal, reserve lands);
- Pre-spill baseline conditions
- Response activities (e.g. shoreline treatment, protective booming);
- Recovery strategy (e.g. complete removal, partial recovery, long-term natural attenuation); and,
- Existing plans

# Chapter 2000 Preparing for Marine Pollution Incidents

# Purpose and Scope

This chapter describes some of the preparedness information and structures in place to help mitigate negative outcomes of marine pollution incidents. The sections below outline response capacity, pollution response training and exercises specific to this Plan Area.

# 2100 Response Capacity in the Plan Area

Coast Guard Environmental Response has assets from staffed ER depots and CCG stations throughout the Coast available to respond if necessary to repair, remedy, minimize or prevent pollution damages. CCG also has environmental response containers positioned at strategic locations throughout the plan area. Further details on CCG assets can be found in the CCG Marine Spills Contingency Plan-Western Region.

Western Canada Marine Response Corporation (WCMRC) is the Transport Canada certified Response Organization (RO) for the west coast of British Columbia. WCMRC resources are strategically located along the coast. A list of WCMRC's equipment capacity can be found at <a href="http://wcmrc.com/preparedness/capacity/">http://wcmrc.com/preparedness/capacity/</a>. WCMRC demonstrates on an annual basis that appropriate equipment, including but not limited to booms, skimmers and temporary storage are available to meet the requirements of a spill. For clarification on the standards that must be met by WCMRC for their Transport Canada Certification, refer to the Response Organization Standards Regulation TP12401E.

Oil Handling Facilities are required to have equipment and resources for immediate use to contain and control discharge of oil that has occurred while engaged in the loading to, or unloading from, a prescribed vessel that directly or indirectly results in the pollutant entering the marine environment. This equipment is not necessarily available for non-OHF discharges.

Federal, First Nation, provincial, and local emergency response assets and personnel may have a response capacity that can be used to respond to marine pollution incidents. These include resources from participants, such as private sector, contractors, consultants and other groups (e.g., oiled wildlife response organizations).

All equipment used in a response should be maintained and tested on a regular basis to ensure functionality in the event of an incident. In order for response systems to be deployed and effectively used to recover oil, there must be sufficient qualified personnel, vessels, and safety equipment to sustain operations. It should be noted that there are limitations for on-water

recovery, for example when weather on-scene makes recovery inefficient, uncontrollable, or unsafe.

## 2110 Cascading Resources

The Canadian Marine Oil Spill Preparedness and Response Regime includes the ability to cascade local, regional, national and international resources in order to expand response capabilities. This means that in the Greater Vancouver plan area, resources may come from within and outside the area, depending on the scale of the incident.

The scale and complexity of the incident informs the level of response capacity that is part of a response. Initially the local resources are tasked for the response, however, as the scope or complexity of an incident evolves, equipment may be cascaded from other locations within the region, across the country or from across the border, under the CANUSPAC JCP, to supplement the local equipment that was initially deployed.

Escalation from one level to another does not mean that the previous level resources are released. Instead, additional resources are brought into the incident to supplement the initial capacity.

# 2200 Training & Exercises

Response training and exercises are critical components of response preparedness and provide confirmation of the information in the Plan. Training and exercises help ensure competency, coordination, safety of responders and the general public as well as an effective overall response to a marine pollution incident. The working groups established through the response planning process should discuss recommendations for exercising with the Exercise Coordination Working Group for the region.

## 2210 Training

A number of organizations may deliver or arrange for specific response related courses. Some of these courses will be centrally delivered and others will be available in communities. In order to build awareness and training of different responders, these courses may have a mix of participants including Canadian Coast Guard, First Nations, government personnel, private sector, community members and other responders as available. Table 3-1 below summarizes the training courses available in the plan area to help participants identify and plan for training their personnel.

#### Table 2. Marine Pollution Response Training Available in the Plan Area

Course Name	Description	Delivered by:		
Recommended for all Mem	Recommended for all Members of an Incident			
Introduction to Oil Spills (INTRO)	This 1-day (7.5 hour) theoretical course discusses roles and responsibilities, fate and behavior of oil in the marine environment, basic health & safety, and initial spill assessment. The INTRO is designed for blended audiences and external partners.	CCG		
	Prerequisites: None			
ICS-100	Intro to the Incident Command System (ICS).	Private Vendor		
	Prerequisites: None	Venuor		
Recommended for Spill Rec	covery Field Crews			
First Response to Oil Spills Training (FROST)	This 2-day (15 hour) course includes the theoretical modules of the INTRO course with added practical on- water boom deployment sessions. The FROST is designed for internal CCG audience and those who have access to, and would deploy pollution response countermeasures.	CCG		
	Prerequisites: None			
Recommended for Membe	rs in the Incident Command Post			
105-200	Basic ICS principles.	Private		
105-200	Prerequisite: ICS-100	Vendor		
ICS-300	Intermediate ICS principles.	Private		
	Prerequisites: ICS-200	Vendor		
Marine Spill Response	Response management techniques.			
Operations Course (MSROC)	Prerequisites: Essential of Marine Oil Spill TrainingCCC(EMOST) CCG 4-day Response Training and ICS-300CCC			
Recommended for Environmental Unit and Specialist Field Crews				
Shoreline Cleanup Assessment Technique (SCAT)	Standardized technique for assessing shorelines to establish clean-up priorities and techniques. Additional training available for Team Leaders. Prerequisites: None	ECCC / Private Vendor		
Recommended for advanced Incident Command Post positions				
ICS-400	Advanced ICS principles.	Private		
	Prerequisites: ICS-300	Vendors		
ICS Position Specific Courses	There are courses available that are specific to certain Command and General Staff positions. Prerequisites Vary: ICS-100, ICS-200, ICS-300	Private Vendors		

Georgia Strait Integrated Response Plan | 2021

#### 2220 Exercises

An environmental response exercise is a structured or organized activity that requires people to solve problems, take actions and make decisions in a team setting as if they are responding to a real incident. Exercises across the plan area will be designed to test the Plan or aspects of the Plan as well as test the joint training that has taken place and continue to improve cooperation, communication and relationships among participants. Exercises can include the deployment of equipment, simulating incident management functions, workshops, seminars and facilitated discussions.

When possible, exercises should involve the entire marine pollution response community within the plan area. Such an approach recognizes that the response to marine pollution will be a community effort that will involve the personnel, resources and plans of several organizations and responders. When designing the exercise, the exercise planners should consider the capacity, roles and responsibilities of participants and time these exercises to facilitate participation.

The Plan is intended to be exercised through a larger multi-agency exercise in the Georgia Strait plan area every 4 years. In addition, smaller drills focusing on one aspect of the Plan should be conducted annually to support and lead up to the 4-year exercise. Exercises should be held in different locations throughout the plan area to examine possible geographic differences but they should still include all participants from the plan area. Multi-agency exercises should be planned as a group to facilitate shared objectives. Exercises will be planned to test various aspects of the response plan over multiple types of exercises and will consider the capacity, roles and responsibilities of all levels of government in the plan area.

An actual response to a marine pollution incident that engages with a significant number of response agencies and touches on the breadth of the Plan can be considered to meet the definition of a multi-agency exercise.

All marine pollution response exercises need to be evaluated against the exercise objectives and the lessons learned from them should be documented and appropriately acted on by participants. Learnings from exercises should be reviewed to identify gaps and shared during response planning meetings to improve overall response preparedness.

# Chapter 3000 Responding to Marine Pollution Incidents

# Purpose and Scope

This section outlines initial actions to implement a coordinated response to a marine pollution incident using established principles of ICS. <u>Appendix 3: Key ICS Functions</u> provides detailed information about the full organizational structure that may be stood up during a response.

## 3100 Initial Response Phase

Some of the activities during the initial response phase may occur simultaneously. CCG personnel will follow internal Standard Operating Procedures.

### 3110 Incident Reporting

Reports of pollutant discharge into the marine environment made by the general public, including aircraft, harbour masters, and so forth, must be reported to the CCG Regional Operations Centre (ROC) 24/7 Marine Reporting Line by calling **1-800-889-8852** or **VHF CH16**.

Spills originating from a land-based source must be reported to the provincial Emergency Coordination Centre of Emergency Management BC (EMBC) by calling **1-800-663-3456**.

Reports can also be directed through local emergency services 911.

For vessels in waters under Canadian jurisdiction, the master must report any pollutant discharge or anticipated discharge from the vessel to a marine safety inspector or a marine communications and traffic services officer as outlined in the *Vessel Pollution and Dangerous Chemicals Regulations s.132*.

Oil handling facility operators must report any discharge or anticipated discharge of oil to the federal emergency telephone number identified in their oil pollution emergency plan. They are also to notify the nearest Transport Canada Marine Safety Office in writing as outlined in the *Vessel Pollution and Dangerous Chemicals Regulations s.133*.

Additional information can be found within Transport Canada's *Guidelines for Reporting Incidents Involving Dangerous Goods, Harmful Substances and/or Marine Pollutants* <u>https://tc.canada.ca/sites/default/files/migrated/tp9834e.pdf</u>

Spills from CER-regulated facilities must also be reported in accordance with CER reporting requirements. See <u>Appendix 1</u> for more details.

When the CCG ROC or EMBC receives a pollution report, they will ensure the reporting party has provided as much detail as possible, including but not limited to the source, product type, amount, and location. An initial Pollution Report (or EMBC's Dangerous Goods Incident Report) is created and the Environmental Response Duty Officer is notified.

### 3120 Initial Assessment

The Duty Officer will validate the information provided in the pollution report, gather any information that may be missing or inadequate and will assess the significance of the reported incident based on threat and risk. Threat involves the quantity and type of product along with the likelihood of discharge. Risk involves the impacts to environmentally, socio-economically and culturally sensitive areas. The volume of the product spilled does not always independently indicate the severity of the incident. Therefore, the following criteria for this assessment may include, but not be limited to:

Personal Safety	Public Safety	Polluter's Safety
<ul> <li>Air quality</li> <li>Explosion hazard</li> <li>Equipment operation</li> <li>Weather/sea state</li> <li>Time of day</li> </ul>	<ul> <li>Air quality</li> <li>Vessel traffic in the area</li> <li>Location of spill in proximity to population</li> <li>Contamination of water or food</li> </ul>	<ul> <li>Safety Plan</li> <li>Adequate PPE</li> <li>Air quality monitoring</li> <li>Awareness of public safety</li> </ul>
Environment	Economic	Socioeconomic
<ul> <li>Presence of biological or cultural sensitivities</li> <li>Proximity to sensitive shorelines</li> <li>Toxicity (light oil)</li> <li>Smothering (heavy oil)</li> <li>Archaeological, traditional use and cultural sites</li> </ul>	<ul> <li>Interruption of fisheries (food fishery, commercial, shellfish, fish farm)</li> <li>Interruption of public or commercial transportation</li> <li>Interruption of vessel traffic and port access.</li> <li>Disruption of local gov't and communities</li> </ul>	<ul> <li>Loss of the use of parks, beaches and the marine</li> <li>Recreational fishing</li> <li>Loss of tourism</li> </ul>

The CCG Duty Officer will consider the health and safety factors and potential impacts and damages listed above, then determine the appropriate escalation measures needed for the response. Measures may include, but not be limited to:

- Requesting information from anyone who can assist in the initial assessment including local personnel and vessels, First Nations, Port Authority, Response Organization, first responders in local governments, local harbor masters (wharfingers), commercial vessels, aircraft, and others;
- Sending out notifications and updates;

- Tasking resources to the site.
- Contain fuel/oil in tanks (plug vents/shut valves)
- Boom the vessel/slick
- Exclusion/diversion booming
- Start initial recovery of oil by mechanical, absorbent, or manual means.

<u>Appendix 4: Initial Information Gathering Checklist</u> contains a Marine Pollution Observation and Reporting Checklist.

As the polluter often has the most real-time knowledge of the incident's size and scope, the Polluter or the Canadian Coast Guard may contract the response organization (WCMRC). Once ICS is initiated, all response assets will be tasked through the appropriate authority under the ICS structure.

During the initial assessment, personnel other than Coast Guard responders such as Environmental Enforcement Officers, Wildlife Enforcement Officers or Environmental Emergencies Officers of Environment and Climate Change Canada (ECCC) could attend the site to gather information before establishing an Incident Command Post (ICP). Once an ICP is established with a Unified Command, officials would make their presence known and sign in and out of the operating area following the ICS process.

## 3130 Notification within a Response Planning Area

If the CCG Duty Officer's initial assessment determines a potential for a large-scale, complex incident or significant environmental, economic and public or political concerns; the CCG ROC will initiate email notifications to the pre-identified distribution list for the Plan Area.

The ROC also sends the Pollution Report to EMBC Emergency Coordination Centre, which in turn send notifications according to their distribution list, which includes provincial, First Nation and local authority contacts in the response planning area. Email notifications may be followed-up by phone notifications for Nations or agencies that will be immediately impacted.

In an incident close to the border(s) of an adjacent Response Planning area, both planning areas will be notified using the pre-defined distribution lists. Each agency or First Nation should maintain and update their emergency contact lists with their respective CCG response planning contact.

Once notified, any government or agency may initiate their internal notifications to their community, constituents or employees.

#### 3140 Activating a Coordinated Response

When the initial assessment indicates that there is a potential for it to be a large-scale, complex incident or potential for the incident to have significant environmental, economic and public health or safety concerns, a coordinated response will be activated.

#### **Initial Coordination Call**

The CCG ROC will create a calendar invitation for a coordination call and distribute it using the same email distribution list as the pollution reports. These distribution lists notify EMBC ECC, federal, First Nation, local governments, response organization and private sector participants. Like the pollution report, Emergency Management BC will forward the invitation to First Nations and provincial and local governments. The CCG ROC will facilitate the coordination call using the template found in <u>Appendix 5: Coordination Conference Call Agenda</u> and send follow-up information or invitations using the same distribution list.

#### **Coordination Calls**

Coordination calls are used as a mechanism for collaboration and information-sharing among participants during the initial response phase. At a minimum, these coordination calls should include representatives of each potentially affected departments and agencies that are mandated to take action in these circumstances and First Nation(s), along with the response organization and other key participants.

These coordination calls are conducted before or during the establishment of Unified Command and an Incident Command Post. Key discussions include:

- What emergency measures are required? (e.g. deployment of an emergency rescue tug or nearshore protection measures).
- Where and when to establish an Incident Command Post to best manage the marine pollution incident?
- Key public messaging and incident briefing.

Multiple coordination calls may be required to maintain this awareness and inclusion until the ICP is fully operational and other mechanisms have been developed to disseminate and share information.

#### **Ongoing Updates**

The initial notification distribution list, with any requested modifications, will be used as a platform for continuing dissemination of situation reports and updates. If telephone notifications are made instead of emails, notified individuals should be updated regularly until UC is established or the incident resolves.

## 3150 Establishing Unified Command

For pollution response or the significant threat of pollution, Unified Command (UC) may be formed during a discussion between the Initial Incident Commander(s) and any jurisdiction that is, at a minimum, initially impacted.

UC is intended to consist of a single representative from each of the following, when possible:

- Federal;
- First Nation;
- Provincial;
- Local Government; and
- Polluter

Representatives in UC should have the authority or functional responsibility under a law or regulation for the incident or Aboriginal title, rights or interests in the affected area and have resources to support an ongoing response.

All participants in UC require delegated authority from their respective institutions to decide on response objectives and strategies, deploy resources, assign personnel, spend funds and sign-off on Incident Action Plans in real-time, without impeding the response.

The composition and authorities of Unified Command are clearly defined in <u>Appendix 6: Lead</u> <u>Agency Designation</u>.

Unified Command must be kept to a manageable size to make decisions and move response operations forward efficiently. Each impacted level of government will collectively designate one person to represent each affected government's combined priorities and concerns but ultimately act in support of the incident objectives. That person will be the Incident Commander for that level of government.

The makeup of Unified Command can change over time to meet the needs of the incident. As the area of pollution moves or expands, functional and jurisdictional responsibilities can change. This means that the representatives in Unified Command will also change. The Incident Commander's may have to discuss Unified Command's composition at multiple times throughout the response.

At this stage, the Unified Command members and the Polluter will assign personnel to fill key Incident Management Team roles and determine the size and composition of the ICS organization both initially and throughout the 'lifecycle' of the incident. <u>Appendix 3: Key ICS</u> <u>Functions</u> has further information on ICS roles and responsibilities including the 'Planning P'.

The ICS organization will reflect the multi-jurisdictional approach outlined in this Plan, with First Nations, federal agencies, provincial agencies, and local authority assigning personnel and

contractors to fill positions within the organization. The Polluter may also assign personnel or contractors to fill some of these positions.

During the initial response transition, coordination calls or meetings will continue to be held to ensure communication is maintained until the Incident Command Post is fully staffed and operational. As soon as practicable the Unified Command members will co-locate to the Incident Command Post.

# 3200 Planned Response Phase: Incident Command

An orderly transition from initial to planned response phases is essential for effective incident management and response to a marine pollution incident. Activities then move from initial actions to establishing a cycle of meetings and the development of the Incident Action Plan.

This is achieved through the coordinated integration of all responders into an ICS organization and establishing facilities at one or more locations. All individuals must clearly understand their roles and responsibilities as well as where they should be located. The elements of the ICS Organization and Interaction Flowchart are depicted in Figure 3.1.



Figure 3. ICS Organization and Interaction Flowchart. This flowchart depicts the hierarchical relationship between positions in the ICS organization chart, as well as information flow lines with external agencies represented in their emergency operations centres or represented by Agency Representatives.

## 3210 Environmental Unit

The Environmental Unit (EU) is within the Planning Section and is central to the development of strategies and tactics during a marine pollution response. The EU's primary responsibility is to recognize and weigh social, cultural, ecological, and commercial values supported by science and local knowledge when making recommendations to Unified Command.

The EU strives to be inclusive of all interests, even if they are not represented in the EU. As such, EU participation will be primarily governmental agencies, First Nations and Polluter representatives with interests and mandates in resource management and protection. The EU aims to make recommendations collaboratively, and these recommendations are conveyed to Unified Command to aid in decision making. EU recommendations are incorporated in the Incident Action Plan and communicated during scheduled meetings.

More information about the EU can be found in <u>Appendix 7: Environmental Unit</u>.

#### **Resources at Risk**

Resources at risk (RaR) are features of cultural, socio-economic, physical, and ecological systems that pollution incidents or incident response activities can impact. Federal, provincial, and municipal agencies, First Nations communities, response organizations, industry, and other groups maintain spatial data repositories to support response planning during marine pollution incidents. RaR discussions within the EU contribute to identifying and ranking priority areas as part of the ICS-232 RaR form for operational response purposes. RaRs can be divided into cultural knowledge and resources, socio-economic resources, the physical environment, and ecological resources. Identification of priority resource areas helps inform the response (e.g., placement of pollution prevention measures such as booming). It is important to note that prioritization of RaR within the EU does not reflect the overall importance of or desire to protect specific areas or species but instead considers the feasibility of successful response actions.

There is no single approach or type of information that can be used to describe the many sensitive areas, species, and uses in a given region. Accordingly, knowledge and information from federal, provincial, and municipal agencies and First Nations communities are required during incidents to inform response actions and assist responders.

#### **Cultural Resources**

Traditional knowledge and information on RaR from coastal First Nations communities is incorporated during a marine pollution incident. Resources not explicitly identified by government agencies need to be enhanced by local and traditional knowledge in a marine pollution incident. This includes species or cultural activities (e.g., village sites, burial sites, clam gardens, canoe runs, middens, or food, social and ceremonial fishing areas), habitats, or other areas of cultural importance.

#### **Socio-Economic Resources**

Socio-economic resources may be directly impacted by marine pollution incidents and may affect local communities. Examples of the information available to response agencies and organizations for mapping and evaluating socio-economic resources during marine pollution incidents includes information about: infrastructure (e.g., marinas); regulated economic activities (e.g., transportation); resource extraction sites (e.g., aquaculture, fisheries); shellfish growing, harvest and closure areas; and, information on recreational sites along shorelines (e.g., campsites, fishing) and parks.

#### **Physical Environment**

Fisheries and Oceans Canada (DFO), ECCC, the Province of British Columbia, First Nations communities, local municipalities, and other agencies can provide data on key physical characteristics in the marine environment such as water and air temperature, salinity, current, sea state, bathymetry, and substrate type. Regardless if an ICP is set up, responders have access to real-time conditions through a Common Operating Picture (COP). The COP can provide:

- Oil spill trajectory modelling,
- Site-specific weather,
- Marine traffic,
- Sea current tracker buoys,
- Characteristics of shorelines
- Potential of oil remaining in the shoreline substrate.

#### **Ecological Resources**

Exposure to pollutants such as petroleum products has a wide range of lethal and sub-lethal impacts on ecological resources. Responders must be aware of sensitive habitats and vulnerable species to implement preventative response measures. Repositories of data and resources to identify and map birds, fish, invertebrates, and plants that are highly vulnerable to oil are available to the EU from federal, provincial, and municipal agencies and First Nations communities, response organizations, and industry. Sources of information include (but are not limited to):

- Fact sheets
- DFO Science's Vulnerability Framework
- Spatial Data (e.g., GIS, surveys, stock assessments, fisheries), and
- Expert/community knowledge.

Repositories available to the EU also include data to map important areas including legally protected areas (e.g., Marine Protected Areas, National Wildlife Areas); critical habitat for species listed in the *Species at Risk Act*; Ecologically and Biologically Significant Areas; Important Bird Areas; Rockfish Conservation Areas; congregation and migration areas (e.g., marine mammals haul-outs, seabird breeding colonies, fish spawning areas, estuaries, foraging sites); and other important coast habitats such as eelgrass beds.

Models to predict marine aquatic species' distribution, habitat and substrate have also been developed by DFO and ECCC to help responders prioritize sensitive areas in the absence of survey data. During a marine pollution incident, the EU can obtain further RaR information to reflect current spatial and temporal field conditions, including near real-time wildlife occurrence and distribution, Indigenous knowledge, and subject matter expertise. Collectively, this information informs various response activities, such as the anticipated movement of wildlife; planning hazing activities; understanding personnel and equipment requirements; and, determining locations of Shoreline Cleanup Assessment Technique activities and other areas targeted for sampling.

## 3220 Information Management

Information is a critical element of the response for any emergency and the accuracy and privacy of that information should be maintained. When stood up, the Information Officer, or Joint Information Centre, is responsible for working with Unified Command to ensure that messages are timely, accurate and consistent.

At the ICP, personnel will use ICS documentation and follow the ICS information transfer and reporting structures such as personal logs, resourcing and financial, plan development, meeting schedules, etc.

The Information Officer or Joint Information Centre is responsible for information flow to the public and media and has their own set of procedures to ensure consistency and accuracy.

All personnel contributing to the response must familiarize themselves, within their work area, with the documentation requirements for that area.

#### **Private and Confidential Information**

All participants in the Plan agree to share information useful to manage the response to a marine pollution incident. Information gathered for inspections, investigations, or enforcement purposes will not be shared unless the law requires the disclosure, such as in criminal proceedings.

Everyone involved in a response is expected to act in good faith to protect personal and confidential information according to the respective legislation and take measures to secure
information that requires protection, including paper and electronic formats. In cases where First Nations hold sensitive data not appropriate for public release, the Nation(s) will interpret this information to inform decision-making but may not release specific datasets.

Irrespective of any provision in the Plan, the release, subsequent disclosure, and sharing of personal and confidential information of the incident will be in accordance with each government's access to information and protection of privacy legislation.

## 3230 Volunteer Management

A primary objective of any response is to ensure the health and safety of the public and responders. The safety risks associated with marine pollution response operations prohibits the use of volunteers in all operational response activities. However, it may be necessary for the response to find safe response-related activities for convergent volunteers and it is always essential to ensure there is adequate security to protect the public from danger.

While volunteers may be hired as temporary workers by WCMRC or the Polluter, the purpose of volunteer management is typically to assign volunteers to functions that support the overall response without creating health and safety risks.

#### **Canadian Coast Guard Policy on Volunteers**

During the response to a marine pollution incident, the Canadian Coast Guard may receive requests by individuals who wish to participate in response operations as a volunteer. In accordance with provisions outlined in various legislation and Canadian Coast Guard policies related to Health and Safety (see 4.1 Responder Health and Safety), the Canadian Coast Guard will not engage / place volunteers in potentially dangerous situations, exposing them to hazardous materials, environments and working conditions. Alternatively, volunteers will be redirected to any recognized volunteer/charitable organization (e.g. The Canadian Red Cross, Ducks Unlimited Canada, etc.) that may be involved with the incident. Individuals who approach the Canadian Coast Guard to offer their services and time for payment may either be hired under contract, if required, or referred to any response contractors engaged in the response.

#### 3240 Waste Management

Waste management is an integral component of a response that should be initiated as soon as pollutant recovery begins and waste is generated. It is implemented through collaborative efforts in the Planning and Operations sections and must be communicated through the entire response system.

Waste management includes planning, collecting, treating and disposal of all waste generated by the response and the response activities. Waste is to be collected, characterized, segregated, tracked, reported and transported, following all applicable legislation to authorized management sites, including, but not limited to the BC Hazardous Waste Regulation, BC Environmental Management Act, Fisheries and Oceans Canada's Fisheries Act, Environment and Climate Change Canada's Canadian Environmental Protection Act, and Transport Canada's Transportation of Dangerous Goods Regulations.

Once initiated, the waste management specialist (provincial representative from the BC MoECCS) will work in collaboration with the waste and disposal group supervisor (often a response organization or polluter representative) to generate a response Waste Management Plan (WMP). The WMP should be incident-specific and dynamic enough to accommodate evolving response needs and consider applicable local knowledge. The WMP can expand or contract depending on what may be needed at the moment.

#### 3250 Response Demobilization

Equipment and Personnel requirements change throughout various periods of a response to marine pollution incidents. A response may shift from scene stabilization, on water containment and recovery, shoreline assessment and cleanup to monitoring and recovery. Demobilization of equipment and extraneous personnel is a continuous process and should be considered early in the response. Demobilizing equipment and personnel that are no longer needed can contribute to the effectiveness of the response and reduce impacts to the area by reducing congestion and making room for equipment and personnel better suited to objectives at that point in the response.

Demobilization Plans are developed and updated throughout the response by the Demobilization Unit or the Planning Section Chief and approved by Unified Command. Final demobilization of response assets should not happen until developed endpoints have been reached for each response area. End-points will be set in the Environmental Unit and approved by Unified Command.

Pre-determined mechanisms must be in place to allow for ongoing virtual communications within Unified Command to resolve any issues that remain outstanding following demobilization.

# Chapter 4000 Post Incident

# Purpose and Scope

Many activities take place to transition from a response to the recovery phase, some of which are mentioned in <u>Appendix 9: Transition to the Recovery Phase</u>. These include the demobilization of equipment and other actions, such as waste management that have been ongoing since the start of the response. Other elements of the recovery phase may be included in a separate document, as the Plan focuses on the incident response phase.

# 4100 Post Incident Response Analysis

A post-incident review's primary purpose is to identify deficiencies in the Plan and determine necessary actions to correct the deficiencies. The post-incident reviews can often reveal which response procedures, equipment, and techniques were effective, which were not and the reason(s) why. These reviews can lead to "lessons learned" which should be reflected in updates to the Plan, training efforts, and exercise objectives.

At a minimum, post-incident review checklists should include:

- State of readiness
- State of response plans
- Notification
- Assessment
- Activation
- Safety measures taken during the response
- Measures taken to control and contain pollution and protect resources at risk, private property and infrastructure

Incidents of significance will require a post-incident review session attended by those with key roles in the response, including those in Unified Command and the Environmental Unit. To support individual, organizational learnings and prepare for a review, organizations may still conduct internal incident reviews. These internal lessons should be brought to the review to aid in the discussion and share lessons broadly. As a result, an After Action Report will be produced to support improvements in the Plan and other plans across the country.

#### 4110 Plan Review and Updates

The Plan is meant to remain evergreen through regular updates organized through the Environmental Response Sub-Committee of the Marine Emergency Response Coordination Committee (MERCC) meetings to be held in the plan area. Updates will be informed by incident or exercise After Action Reports, technical, regulatory or policy developments or new response-pertinent information.

The Plan serves as an Area Response Plan as defined by the <u>CCG Marine Spills Contingency Plan</u> <u>– National Chapter</u>.

# Appendix 1: Agency Specific Summary of Participant Roles, Jurisdiction and Capabilities

Response to a marine pollution incident requires coordination of many organizations at several levels. The following outlines the contact information for participants in the Georgia Strait area, and what their role in an incident might be. This goes further as to outline what capabilities and resources the Georgia Strait planning area participants may be able to provide.

#### Federal

Contact	Marine Pollution Reporting Line – 24/7 Regional Operations Centre:
Information	1-800-889-8852
	Victoria Marine Communications and Traffic Services (MCTS):
	VHF Channel 16
	Telephone: 250-363-6333 (Shift Supervisor)
	Email: <u>supervisor.victoria@innav.gc.ca</u>
Role	The Canadian Coast Guard is the lead federal agency for the response component of Canada's Marine Oil Spill Preparedness Response Regime as stipulated by both the <u>Oceans Act</u> , <u>1996</u> , <u>Section 41</u> and the <u>Canada Shipping Act</u> , <u>2001</u> . As a complement to the industry regime capability, the CCG also maintains a considerable preparedness capacity if an immediate response is required when the Polluter is unknown, unwilling or unable to manage a response. The CCG's Environmental Response program ensures an appropriate response to pollutants spilled in the marine environment, where the spill is ship-sourced, and a mystery spill (when the source is unknown) or a spill from an Oil Handling Facility when a vessel is loading or unloading oil.
	<ul> <li>The Environmental Response program has three mission objectives:</li> <li>To minimize the impact of marine pollution incidents on public safety;</li> <li>To minimize the environmental impact of marine pollution incidents; and</li> <li>To minimize the economic impact of marine pollution incidents.</li> </ul>

#### Canadian Coast Guard

Jurisdiction	The Minister of Fisheries, Oceans and the Canadian Coast Guard is responsible for "Marine pollution response" in Canada pursuant to the <i>Oceans Act</i> .
	The powers of the Minister and their scope are provided for in the <i>Canada Shipping Act, 2001</i> :
	180 (1) If the Minister of Fisheries and Oceans believes on reasonable grounds that a vessel or an oil handling facility has discharged, is discharging or may discharge a pollutant, he or she may
	a) take the measures that he or she considers necessary to repair, remedy, minimize or prevent pollution damage from the vessel or oil handling facility, including, in the case of a vessel, by removing — or by selling, dismantling, destroying or otherwise disposing of — the vessel or its contents;
	b) monitor the measures taken by any person or vessel to repair, remedy, minimize or prevent pollution damage from the vessel or oil handling facility; or
	c) if he or she considers it necessary to do so, direct any person or vessel to take measures referred to in paragraph (a) or to refrain from doing so."
	The CCG takes what measures are deemed necessary to repair, remedy, minimize or prevent pollution damage from a vessel or oil handling facility in waters under Canadian jurisdiction
	The CCG considers a marine pollution incident to be any incident, accident or disaster involving a pollution risk or leads to a discharge of pollutant products into Canadian waters. This marine pollution must come from a vessel (boat, ship or craft designed, used or capable of being used solely or partly for navigation in, on, through or immediately above water, without regard to method or lack of propulsion, and includes such a vessel that is under construction), a trans-shipment operation between a vessel and an Oil Handling Facility or an unknown source.
Capabilities & Equipment	<ul> <li>Federal Incident Commander</li> <li>24/7 Regional Operations Centre for pollution alerts and notifications.</li> <li>24/7 Marine Communications and Traffic Services.</li> </ul>
	<ul> <li>24/7 response vessels, equipment and responders for Search and Rescue and Environmental Response.</li> </ul>
	<ul> <li>24/7 Mobile Incident Command Posts including communication options for remote areas.</li> </ul>
	<ul> <li>Ability to stand up an incident command post with full complement of trained staff for ICS positions.</li> </ul>
	Coordinate contractors and response partners as required.

Contact	Primary:
Information	Deputy Harbour Master (Nanoose): 250-327-4142
	Queens Harbour Master: 250-363-2165
	Emergency Line 24/7
	250-363-2160 / 250-363-5848
Role	• Stakeholder
	<ul> <li>On-water Operations/Shoreline Protection for Nanoose Bay</li> </ul>
Jurisdiction	1. Mandate under the Canada Marine Act: To enable Canada's trade
	objectives, ensuring safety, environmental protection and consideration for
	local communities.
	2. Operation of the joint Canadian/United States Navy Nanoose three-
	dimensional underwater tracking range (Area WG); the Jervis Inlet range
	(Area WN) and Hotham Sound Range.
	3. http://navy-marine.forces.gc.ca/en/about/structure-marpac-nanoose-
	practices-procedures.page
	4. http://publications.gc.ca/Collection-R/LoPBdP/EB/prb998-e.htm
Capabilities &	Response vessels, boom, equipment, supplies and responders
Equipment	<ul> <li>ICS –trained personnel (various levels)</li> </ul>
	Resource at Risk data
	<ul> <li>Additional resources available from CFB Esquimalt</li> </ul>
	<ul> <li>Regional Spill Response Plan (Navy Spills)</li> </ul>

#### Department of National Defence/Royal Canadian Navy

#### Environment and Climate Change Canada

Contact	National Environmental Emergencies Centre Spill Reporting Line:
Information	1-866-283-2333
Role	The National Environmental Emergencies Centre (NEEC) provides the Government of Canada's coordinated scientific and technical advice and expertise during pollution incidents involving the discharge or threat of discharge of a pollutant to the environment regardless of source.
	The NEEC operates 24/7 and 365 days per year. During marine pollution incidents, it supports the Federal Lead Agency and response partners to enable and ensure an effective environmental response. Through these actions, it provides and maximizes the protection of:

	• The environment,
	<ul> <li>waters frequented by fish (including marine mammals),</li> </ul>
	<ul> <li>Species at Risk and their habitats, and</li> </ul>
	<ul> <li>Migratory birds.</li> </ul>
	The NEEC also participates in the development and maintenance of policies, plans, agreements and procedures on environmental emergencies. It works in collaboration with partners in preparedness so that the response to environmental emergencies is timely and effective, and informed by the best scientific and technical advice available. The NEEC's partners include other federal departments, First Nations, other level of government, the private sector and international organizations.
Jurisdiction	Under the Department of the Environment Act, the powers, duties and functions of the Minister of Environment and Climate Change extend to matters such as:
	<ul> <li>the preservation and enhancement of the quality of the natural environment, including water, air and soil quality, and the coordination of the relevant policies and programs of the Government of Canada;</li> </ul>
	<ul> <li>renewable resources, including migratory birds and other non-domestic flora and fauna;</li> </ul>
	<ul> <li>meteorology; and</li> </ul>
	• the enforcement of rules and regulations.
	https://www.canada.ca/en/environment-climate-
	change/corporate/mandate.html
	Environment and Climate Change Canada's main regulatory responsibilities are defined in the <u>Canadian Environmental Protection Act</u> , 1999 (CEPA) and the pollution prevention provisions of the <u>Fisheries Act</u> . These Acts require those responsible for an emergency to notify the government of an actual or potential pollution release and to take appropriate response measures. ECCC's Emergencies Officers designated under Canadian Environmental Protection Act and Fisheries Act have powers to assess risk and measures and, if necessary, require that additional actions are taken to ensure the environment and Canadians are protected. The Emergency Management Act, Migratory Birds Convention Act, 1994 and Species at Risk Act are other examples of key Acts that govern ECCC's role in environmental emergencies.
Capabilities & Equipment	<ul> <li>24/7 Notification Desk, receiving, triaging and informing partners of environmental emergencies;</li> </ul>

<ul> <li>24/7 E emerg</li> </ul>	nvironmental Emergencies Officers (ICS trained) responding to encies throughout the country
<ul> <li>ECCC's coordi</li> </ul>	environmental emergency preparedness and response nated services:
0	Site specific weather information: weather observations, warnings, sea state, wind, etc.
0	Ice charts and forecasts
0	Operational monitoring of satellite imagery for early detection of oil spills (Integrated Satellite Tracking of Pollution)
0	Aerial monitoring of oil spills in cooperation with Transport Canada
0	Ocean numerical modelling (currents, ice, wave, temperature, trajectories)
0	Surface winds and tidal currents over the area of interest to run oil spill models illustrating for example its trajectory on the water and its dispersion in the water column
0	Atmospheric dispersion modelling for all types of contaminants
0	Oil forensic identification
0	Fate, behaviour and effects of oil and hazardous substances.
0	Spill treating agent evaluation and guidelines
0	Evaluation of spill countermeasures, containment, recovery, treatment and disposal techniques
0	Environmental sensitivity mapping and advice including the protection of sensitive ecosystems, species at risk and wildlife (e.g., migratory birds)
0	Development and implementation of shoreline clean-up assessment technique, cleanup priorities and endpoints.
0	Establishment of impacted or potentially impacted shorelines to determine cleanup priorities and the level of cleanliness to achieve based on criteria established with partners
NEEC also:	
<ul> <li>Ensure enviro</li> </ul>	es all appropriate and reasonable mitigation actions to protect the nment are taken

<ul> <li>Notify key external partners on environmental emergencies, including First Nations</li> </ul>
<ul> <li>Convenes meetings between key subject matter experts to develop consensus-based advice for unified command</li> </ul>
• Provides technical and scientific advice and support to the ICS structure.
<ul> <li>Provides on-site and/or remote subject matter experts and technical specialists related to:</li> </ul>
<ul> <li>Field observation for on-site assessment and determination of impacts</li> </ul>
<ul> <li>Shoreline Clean-up Assessment Technique (SCAT)</li> </ul>
<ul> <li>Support for wildlife protection</li> </ul>
<ul> <li>Environmental sensitivities identification</li> </ul>
<ul> <li>Legal sampling</li> </ul>
<ul> <li>Laboratory analytical services</li> </ul>

# Canadian Wildlife Service – Part of Environment and Climate Change Canada

Contact	National Environmental Emergency Centre Spill Reporting Line:
Information	1-866-283-2333
	For Wildlife Emergencies in the Pacific Region:
	EC.WildlifeEmergencies.pyr.EC@canada.ca
	1-778-847-5807
Role	Canadian Wildlife Service personnel provide support within the Environment Unit as Wildlife Technical Specialists to:
	<ul> <li>identify resources (wildlife, habitat) at risk;</li> <li>develop management plans for capture, transport, deterrence, rehabilitation of wildlife;</li> <li>authorize (permit) companies and individuals for the transport and rehabilitation of oiled wildlife;</li> <li>support the development of sample collection for long-term recovery monitoring.</li> </ul>
	Canadian Wildlife Service can also resource field support personnel to assist in wildlife reconnaissance and capture. Canadian Wildlife Service will oversee activities conducted by Wildlife Response Organizations and/or hired contractors/consultants engaging in wildlife-related activities.

Jurisdiction	Canadian Wildlife Service is responsible for activities subject to the Migratory Birds Convention Act and Migratory Birds Regulations, the Species at Risk Act, and the	
	Canada Wildlife Act. The Canadian Wildlife Service has particular authorities for	
	Migratory Birds and Species at Risk on federal lands, as well as National Wildlife	
	Areas and Migratory Bird Sanctuaries.	
Capabilities &	Personnel Available 24/7	
Equipment	<ul> <li>Wildlife deterrence, monitoring, rescue and rehabilitation expertise</li> </ul>	
	<ul> <li>ICS Level 300 – Environmental Unit or Wildlife Branch Lead Capability</li> </ul>	
	<ul> <li>Migratory bird and species at risk subject matter experts</li> </ul>	
	GIS Personnel	
	Toxicological tissue sampling of marine invertebrates and migratory birds	
	Capture and transport equipment for oiled wildlife	
	<ul> <li>Recovery and storage equipment for dead oiled wildlife</li> </ul>	
	<ul> <li>Basic survey equipment (GPS, camera, binoculars, etc.)</li> </ul>	
	Environmental Data	
	Sensitivities Data	
	Wildlife permit authorizations	

#### Fisheries and Oceans Canada

Contact	Observe, Record, Report Line
Information	Report suspicious fishing activity or habitat violations:
	1-800-465-4336 – National Line
	1-877-952-7277 – Provincial BC Line
	1-604-607-4186 – Greater Vancouver Line
	Pacific Environmental Incident Coordinator General Inbox (non-24hrs)
	DFO.PAC.EnvIncident-IncidentEnv.PAC.MPO@dfo-mpo.gc.ca
Role	Provide necessary and relevant advice, guidance, support and services to response
	and response participants to enable and ensure an effective environmental
	response. Through these actions we provide and maximize protection of fisheries,
	fish (including marine mammals), fish habitat, sensitive marine ecosystems, aquatic
	Species at Risk, and their habitat, under Fisheries and Oceans' jurisdiction.
Iurisdiction	
Junisalection	Fisheries and Oceans Canada's (DFO) mandate is to support economically
	prosperous maritime sectors and fisheries, sustainable aquatic ecosystems and safe
	and secure waters. This mandate is derived from various legislative authorities
	including the Oceans Act, Fisheries Act, Canada National Marine Conservation Areas
	Act, and Species at Risk Act. DFO and ECCC closely coordinate to provide advice and

	information as they share responsibilities under the Fish and Fish Habitat Protection and Pollution Prevention provisions of the Fisheries Act.
	In the event of a marine pollution incident, DFO is responsible for providing advice and recommendations to the Federal Lead Agency to inform response actions for the protection of the resources it manages, including fish, fish habitat, species at risk and their habitat; as well as ensure its mandates are protected. This advice is coordinated with ECCC as the federal lead in coordinating scientific advice to inform initial response activities and/in or is provided via the emergency structure in place during an ongoing response if required. This advice can include but is not limited to:
	<ul> <li>The identification of sensitive species including Species at Risk (and their habitat) under DFO's jurisdiction and aquatic ecosystems including Marine Protected Areas and other conservation areas.</li> <li>Assessing the nature and extent of impact on species and habitat.</li> <li>Ensure appropriate mitigation including consumption advisories as recommended by appropriate agencies and fisheries closures as needed.</li> <li>Providing advice on environmental impact assessments.</li> <li>Monitoring impacts on fish and fish habitat, and remediation plans.</li> <li>Monitoring marine mammals, including species at risk.</li> <li>Oceanography (including tides, currents) and Ocean Modelling.</li> <li>Integrating new research outcomes into spill response operations.</li> </ul> Further, DFO supports response activities with timely regulatory action for the implementation of appropriate response measures. DFO develops and maintains policies, plans, agreements, tools, procedures and protocols in collaboration with other government agencies, First Nations, the private sector and international organizations in order to ensure that response to environmental emergencies is prompt, effective and informed by the best available scientific and technical advice
	available.
Capabilities & Equipment	<ul> <li>Assessment and identification of sensitive marine ecosystems, protected areas, ecologically and biologically significant areas, fish and fish habitat, fisheries resources, sensitive aquaculture, salmon enhancement sites as well as aquatic Species at Risk and their habitat.</li> </ul>
	<ul> <li>Assessment of the nature and extent of potential impact to fisheries, fish species and their habitat, as well as aquaculture infrastructure or salmon hatchery/enhancement operations and advice on recovery monitoring for aquatic ecosystems.</li> </ul>
	<ul> <li>Provide advice on the assessment, monitoring and protection of fisheries resources, fish, fish habitat, Species at Risk and aquatic ecosystems.</li> <li>Provide advice on biology, vulnerability, geospatial and temporal</li> </ul>
	distribution data, habitat information, sampling techniques and recovery monitoring of species and aquatic ecosystems

<ul> <li>Provide scientific and technical advice on fate and behaviour of pollution in aquatic ecosystems</li> </ul>
Provide advice to inform cleanup effort and techniques to ensure minimum
damage to fish, fish habitat, fisheries resources, Species at Risk and aquatic ecosystem.
Work with health authorities and/or other relevant response participants in
assessing and implementing fisheries adjustment measures such as
modification, delays and/or closures.
Provide information, advice and/or implementation capacity and capability
in the management of marine mammals, including equipment and
personnel support for response measure implementation.
<ul> <li>Provide necessary support for permitting and/or authorization to enable</li> </ul>
appropriate response measures implementations.
<ul> <li>Support or lead enforcement if appropriate or requested.</li> </ul>
<ul> <li>Engage with response participants provincially, nationally and</li> </ul>
internationally in response planning and preparedness.
<ul> <li>Provide internal technical training with respect to response planning and</li> </ul>
preparedness.

#### Nanaimo Port Authority

Contact	Port Operations Centre
Information	M-F excluding holidays
	1-250-753-4146
Role	Coordination of information and situational awareness, security of port operations, reducing interruptions to trade objectives, vessel management, marine traffic control, site/incident support, subject matter expertise on marine/land port operations and trade.
Jurisdiction	Mandate under the Canada Marine Act:
	To enable Canada's trade objectives, ensuring safety, environmental protection and consideration for local communities.
	Nanaimo Port Authority is comprised of areas from North of Horswell Bluff to Gabriola Island, just south of Malaspina Point to South of False Narrows to Mudge Island to south of Dodd Narrow to Vancouver Island to all waters back to Horswell Bluffs.
	Jurisdictional Map:
	https://npa.ca/about-the-port/land-use-plan/

Capabilities &	Port Operations Centre
Equipment	Patrol vessels available for initial assessment and site support (0700-1800
	but can be deployed 24/7 if needed)
	ICS levels 100-300
	Containment Boom, sorbents
	<ul> <li>Environmental, cultural and sensitivities GIS Data</li> </ul>
	<ul> <li>Deep sea vessel schedule and anchorage assignments</li> </ul>
	Terminal contacts
	Possible ICP Location (Contact Harbour Master)
	Providing Harbour Master Office, Wharfinger and/or Patrol Division staff to
	investigate and assess spill reports within the Nanaimo harbour jurisdiction
	<ul> <li>Initiating a response in consultation with the ER duty officer</li> </ul>
	Providing dedicated berths for spill response vessels and equipment facilities
	for the duration of a response where applicable
	Assist with the loading and unloading of CCG equipment by ensuring road or
	berth access as required

#### Parks Canada

Contact Information	Parks Canada Emergency Dispatch 24/7* 1-877-852-3100
	pc.jasperdispatch-repartitionjasper.pc@canada.ca
	*Note: The Emergency Dispatch Phone centre is located in Jasper NPR but provides 24/7 service for the Coastal BC Field Unit – PRNPR, GINPR & GHNPR
Role	As a Responsible Authority for federal lands declared under the CNPA, Parks Canada requires rapid notification of an incident and <b>may request</b> <b>involvement/representation at the PREOC/EOC</b> (depending on the location, scale of the oil spill, and the threat presented to the protected area). The Parks Canada Agency (PCA) is required to uphold its responsibility under CNPA, which (in cooperation with local First Nations governments) includes protecting ecological and cultural resources. <i>(See notes below regarding legislation and Law</i> <i>Enforcement responsibilities).</i>
	Parks Canada also carries a level of responsibility for the <u>safety of visitors</u> to the Parks and Historic sites. Depending on the location and scale of an incident, Parks Canada may be required to assist those in need of relocation or evacuation (for varying reasons), may need to notify visitors in remote areas of the park that may be affected by pollution, and is required to provide timely and relevant information to current visitors and those who are planning a visit but have yet to arrive in the park.

	The Parks Canada Agency will require regular briefings and may require the release of special media bulletins. The agency will be required to post relevant and timely information on the Federal Parks Canada website. As part of an incident response (esp under an ICS structure) & only with pre- approval from the Agency (the Employer), PCA staff could play roles in contributing knowledge/data and skills in the <u>Planning Section</u> , may be involved in <u>Operations</u> (SCAT, etc), and may provide some support to <u>Logistics</u> (First Aid,& other support).
Jurisdiction	The Parks Canada Agency (PCA) has a mandate to protect and present nationally significant examples of Canada's natural and cultural heritage, and to foster public understanding, appreciation and enjoyment in ways that ensure the ecological and commemorative integrity of these places for present and future generations. Canada National Parks Act (CNPA): https://laws-lois.justice.gc.ca/eng/acts/n-14.01/ The language of the Canada National Parks Act (CNPA, 2000) makes the maintenance and restoration of ecological integrity within national parks its number one priority. Section 32 of the Act, Mitigation of Environmental Damage, implements the legal requirement of anyone who is responsible for environmental damage within a park to take measures to prevent environmental degradation and danger to flora and fauna. If the responsible person does not comply, they are liable for the expenses of those measures which would be performed by the federal government. Canada National Parks Act (S32) Mitigation of Environmental Damage Pollution clean-up 32 (1) Where a substance that is capable of degrading the natural environment, injuring fauna, flora or cultural resources or endangering human health is discharged or deposited in a park, any person who has charge, management or control of the natural environment and any danger to the fauna, flora or cultural resources or to persons that may result from the discharge or deposit. Powers of superintendent and Minister
	(2) If the superintendent of a park is of the opinion that a person is not taking the measures required by subsection (1), the superintendent may direct the person to take those measures and, if the person fails to do so, the Minister may direct those measures to be taken on behalf of Her Majesty in right of Canada. Expenses of clean-up

	(3) A person who fails to comply with a direction given by a superintendent
	under subsection (2) is liable for the expenses reasonably incurred by Her
	Majesty in right of Canada in taking the measures directed, and those
	expenses may be recovered from that person, with costs, in proceedings
	brought in the name of Her Maiesty in any court of competent jurisdiction.
	Jurisdiction and Law Enforcement: In National Parks, Park Wardens (Law
	Enforcement officers) have the primary responsibility for enforcing Parks Canada's
	and other related legislation in support of the Agency's mandate. Park Wardens
	have discretion to deal with offenses with a range of law enforcement responses,
	from issuing verbal warnings to filing charges and making arrests. Park Wardens
	are peace officers within the meaning of the Criminal Code (1985) with all the
	related powers, duties and protection. Park Wardens also work in cooperation with
	other law enforcement agencies (e.g., Royal Canadian Mounted Police, local police
	forces, and First Nations). These police services of jurisdiction have primary
	responsibility for all matters related to the Criminal Code on Parks Canada lands.
Capabilities &	Emergency Dispatch and Response Personnel Available 24/7
Equipment	• Within the ICS structure & only with pre-approval from the Agency (the
	Employer), PCA staff could contribute knowledge and skills in the <b>Planning</b>
	Section (share knowledge, data on ecological and cultural resources,
	species at risk, sensitive marine ecosystems, and information on local
	shoreline access points, marine conditions & navigation).
	• Parks Canada may be able to provide trained staff and resources for
	Operational responses for certain tasks (e.g. some staff have SCAT & CCG
	FROST training. TBD).
	<ul> <li>Park Staff may provide some support to Logistics (e.g. First Aid, &amp; support</li> </ul>
	for responders)
	<ul> <li>Parks Canada will also have requirements (required due diligence) to</li> </ul>
	address Visitor Safety: PCA staff may need to assist those who require
	evacuation (for varying reasons) notify those in geographically remote
	areas that may be affected by the pollution
	<ul> <li>Visitor Safety, Law Enforcement, and Resource Conservation ecologists</li> </ul>
	baye advanced ICS training (300, 401/2, EOC, etc) and significant
	experience in emergency response and multi-agency emergency responses
	Other Parks Canada staff have a minimum ICS 100 training and practical
	operational experience working in remote areas of the National Park
	Posonyo
	Technical Specialists:
	<ul> <li>Iccumular specialists.</li> <li>Vicitor Safety (Staff trained and experienced in ICS -multi-agency)</li> </ul>
	responses marine and back country rescue; missing persons sourch
	and rescue, advanced wilderness first aid injured percen
	and rescue, advanced wilderness first ald, injured person
	Evaluation.
	<ul> <li>Ecological Resource (terrestrial and marine) inventory and knowledge</li> </ul>
	knowledge

<ul> <li>Ecologists with specialist knowledge of marine species (cetaceans,</li> </ul>
marine mammals, sharks, rays etc), especially species at risk (e.g.
Southern Resident Killer whales)
<ul> <li>Cultural Resources (terrestrial and marine) inventory and specialist</li> </ul>
archaeological knowledge
<ul> <li>Shoreline access and marine navigation expertise, practical</li> </ul>
operational field knowledge of WCVI marine coastal areas and back
country coastal temperate rainforest landscapes.
Physical Resources:
<b><u>Buildings</u> – possible ICP</b> / field Ops centre with communications capabilities
(VHF radio- multi agency channels, landline phone, cell service,
satellite phones, internet), mapping geomatics office, boardrooms-
meeting rooms, kitchens, washrooms, showers etc, and ~2 weeks
back-up diesel power generator. Location: Pacific Rim National Park
Reserve, Administration Complex, Long Beach Unit, 2040 Pacific Rim
Hwy,
<b>Equipment</b> : T.B.D. – To be determined – Requires permission of the Agency:
This will be dependent on situation, risk, and availability of equipment
and trained staff. (Note: Parks Canada fleet include heavy equipment +
certified operators, a marine fleet with trained/certified vessel
operators.)

# Public Safety Canada

Contact	Government Operations Centre – All Hazards
Information	
	1-613-991-7000
Role	Public Safety Canada is the federal coordinating department and is responsible to
	engage relevant federal organizations and coordinate regional support, as required.
Jurisdiction	The Emergency Management Act establishes Public Safety Canada's responsibility
	for coordinating an integrated Government of Canada response to an emergency.
	The Federal Emergency Response Plan establishes Public Safety Canada as the
	federal coordinating department in support of the primary department. When an
	incident may lead to a provincial Request for Assistance, affects multiple
	jurisdictions and/or government institutions, directly involves federal assets or
	responsibilities, affects confidence in government, or affects other aspects of the
	national interest the all-hazards Federal Emergency Response Plan may be
	activated. During significant marine pollution events Public Safety will act
	regionally, in collaboration with the Federal Coordination Group, and nationally
	through the Government Operations Centre and the Federal Emergency Response
	Plan governance structure, to support primary federal response activities and
	coordinate with the Province of BC

Capabilities &	• Trained emergency management staff in ICS. Prepared to fill ICP roles in the
Equipment	following positions or units:
	<ul> <li>Liaison Officer</li> </ul>
	<ul> <li>Advance Planning</li> </ul>
	<ul> <li>Logistics Coordination</li> </ul>
	<ul> <li>Contact data base to connect with stakeholders, as required.</li> </ul>
	<ul> <li>Inventory of federal regional resources.</li> </ul>

#### Transport Canada

Contact Information	For Pacific Marine Safety, call the contracted Call Centre (Angel Answering) who will alert the standby duty marine inspector: 1-604-945-2425
	National Transport Canada Situation Centre:
	1-888-857-4003
Role	TC is responsible for the regulatory oversight of the Regime, including certification of ROs every three years and reviewing vessel and OHFs' emergency pollution and prevention plans. Transport Canada (TC) is the lead federal regulatory agency responsible for Canada's Marine Oil Spill Preparedness and Response regime.
	TC is also responsible for:
	<ul> <li>Conducting on board compliance inspection, and if appropriate an investigation for ship source occurrences</li> <li>Conducting on board compliance inspection, and if appropriate an investigation for the discharges of oil that occur during transfers between vessels and oil handling facilities</li> </ul>
	<ul> <li>Assistance with the review of salvage plans</li> <li>Providing technical expertise to CCG with respect to the ship and ship's onboard activities (e.g. lightering) in the event of a marine spill or threat of a spill.</li> </ul>
	<ul> <li>Management of the National Aerial Surveillance Program (NASP).</li> <li>The Canadian Transport Emergency Centre (CANUTEC), a national advisory service that assists emergency response personnel in handling dangerous goods emergencies on a 24/7 basis and is operated by the Transportation of Dangerous Goods Directorate of TC.</li> </ul>
Jurisdiction	TC regulatory frameworks fall under the <i>Canada Shipping Act</i> , 2001 and are aligned with international conventions and guidelines made under the International Maritime Organization. These provide the framework for the department's comprehensive marine safety inspection and enforcement programs.

Capabilities &	Personnel Available 24/7
Equipment	• Minimum ICS 200 trained staff including Agency Reps, Technical Specialists,
	Air Branch Controller (NASP)
	NASP Dash 8 pollution surveillance
	Technical Specialists:
	<ul> <li>Naval Architects, Engineers, Navigators</li> </ul>
	Remedial Measures Specialist for hazardous and noxious substance
	spills

#### **First Nations**

#### shíshálh

Contact Information	Information is held by Canadian Coast Guard's Regional Operations Centre.
Role	<ul> <li>The shíshálh Nation use and management of the land and sea shall always reflect our deepest respect and the interconnectedness of all things. All shíshálh Nation land use planning and resource management activities shall be undertaken in a manner that is consistent with the teachings taught to us by our Ancestors and Elders.</li> <li>The shish Nation will provide technical advice and monitoring to minimize the impact of marine pollution incidents on public safety related to <ul> <li>Fisheries and Wildlife Resources</li> <li>Archaeological and Cultural Resources</li> <li>Beach/Inter-tidal Resources</li> <li>All other matters related to marine pollution incidents</li> </ul> </li> <li>The condition of the land and resources across shíshálh Nation swiyay shall be monitored, and knowledge of trends and responses to change shall be incorporated into future decision-making through adaptive management.</li> </ul>
	Local, Provincial and Federal Governments, RCMP, Fire Department other First Nations and local Wildlife Organizations.
Jurisdiction	The Shíshálh Nation is a Self Governing First Nation Government responsible for our citizens and stewardship of our swiya/territory. We openly and publicly declare that we have Aboriginal Title and Aboriginal Rights to our swiya/territory, including the lands, waters, and resources that have been ours since time immemorial. We have been given the responsibility from the Creator to care for our swiya. Our swiyay sustains our people, maintains our indigenous way of life, and is integral to our identity as shíshálh. We have always governed ourselves and our swiya, and have never relinquished our authority or

	jurisdiction over such. We assert our collective right to live as a distinct people." Shíshálh asserts its right to protect shíshálh people's cultural sites and culturally sensitive information gathered from shíshálh's swiya. Our swiya is located in the southwest corner of what is now referred to as British Columbia, it extends from xwésám (Roberts Creek) in the southeast to the height of land located north of xénichen (head of Queen's Reach) in the north, kwékwenis (Lang Bay) to the west and spílksen (Texada Island) to the south.
Capabilities &	Notification to shishalh Nation citizens through internal social media and
Equipment	Newsletter.
	<ul> <li>Secure storage yard, staging areas throughout swiya</li> </ul>
	Wharts, boat ramps
	Equipment shop
	• 26' & 18' vessel, vehicles,
	<ul> <li>VHF handheld and base station radios</li> </ul>
	Trailers
	Backhoe
	Small dump truck, pick up trucks
	• Community Hall with kitchen, EOC Building with back-up generator.
	Equipment Operators
	GIS Personnel
	Fisheries Biologist and Technical Crew
	Archaeologist and Field Crew
	• Security

#### Tla'amin

Contact Information	Information is held by Canadian Coast Guard's Regional Operations Centre.
Role	
Jurisdiction	
Capabilities & Equipment	

#### Klahoose

Contact	Information is held by Canadian Coast Guard's Regional Operations Centre.
Information	

Role	<ul> <li>Protect Klahoose Nation's resources, interests and exercise governance rights</li> <li>Provide local environmental and cultural heritage information and expert advice.</li> <li>Provide shoreline, on-water, and archaeological monitors as needed.</li> <li>Protection of culturally significant, archaeological, or marine resources during cleanup operations</li> <li>Provide vessels for on water spill response, boom deployment and recovery, and sorbent pad deployment and recovery</li> </ul>
Jurisdiction	Klahoose Nation traditional territory
Capabilities & Equipment	<ul> <li>Experienced Incident Commander</li> <li>10 trained responders</li> <li>ICS trained staff</li> <li>SCAT trained staff</li> <li>FROST and higher level trained staff</li> <li>Multipurpose boat for transport of responders, oil spill response gear and patients.</li> <li>Oil spill response kit</li> <li>In process of acquiring deployment gear to fill Seacan.</li> </ul>

#### Homalco

Contact Information	Information is held by Canadian Coast Guard's Regional Operations Centre.
Role	
Jurisdiction	
Capabilities & Equipment	

#### Snaw-aw-as (Nanoose)

Contact	Information is held by Canadian Coast Guard's Regional Operations Centre.
Information	
Role	
Jurisdiction	

#### Qualicum

Contact Information	Information is held by Canadian Coast Guard's Regional Operations Centre.
Role	
Jurisdiction	
Capabilities &	
Fauinmont	
Equipment	

#### Snuneymuxw

Contact Information	Information is held by Canadian Coast Guard's Regional Operations Centre.
Role	
Jurisdiction	
Capabilities &	
Equipment	

#### Lyackson

Contact Information	Information is held by Canadian Coast Guard's Regional Operations Centre.
Role	
Jurisdiction	
Capabilities &	
Equipment	

#### Stz'uminus

Contact Information	Information is held by Canadian Coast Guard's Regional Operations Centre.
Role	
luriadiation	
Jurisalction	
Capabilities &	
Fauinment	
Lyupment	

#### Penelakut

Contact Information	Information is held by Canadian Coast Guard's Regional Operations Centre.
Role	
Jurisdiction	
Capabilities & Equipment	

#### Halalt

Contact Information	Information is held by Canadian Coast Guard's Regional Operations Centre.
Role	Spill Response management.
Jurisdiction	Salish Sea
Capabilities & Equipment	<ul> <li>Aluminium 21' boat</li> <li>35' Aluminium Work Skiff /w 20' working deck.</li> <li>Internet/wifi,</li> <li>ICS trained people (one up to ICS 400)</li> <li>FROST training (one person)</li> <li>2 boat launches in close proximity</li> <li>local Indigenous knowledge</li> <li>pick-up trucks x3</li> <li>2 board rooms with WiFi, community gym to house ICP</li> <li>Lots of outside room for storage and parking</li> <li>Space for helo landing and sea containers</li> <li>cellular coverage adequate</li> </ul>

VHF communications
Close local accommodations and hotel

#### Cowichan Tribes

Contact Information	Information is held by Canadian Coast Guard's Regional Operations Centre.
Role	Support emergency response activities. Provide oversight and local knowledge for Cowichan Tribes historical territories.
Jurisdiction	Cowichan Tribes lands and historical territories – Cowichan Bay, Southern Gulf Islands to South Arm of the Fraser River.
Capabilities & Equipment	2 Aluminum vessels (21ft and 27ft) with crew and communications Emergency Response Coordinator and EOC Liaison Logistics/Planning – extensive local knowledge

#### Lake Cowichan

Contact Information	Information is held by Canadian Coast Guard's Regional Operations Centre.
Role	
Jurisdiction	
Capabilities &	
Lawpinch	

# Pauquachin

Contact Information	Information is held by Canadian Coast Guard's Regional Operations Centre.
Role	<ul> <li>Protect Pauquachin Nation interests and exercise their governance rights.</li> <li>Provide local environmental and cultural heritage information and expert advice.</li> <li>Ensure no cultural heritage or archaeological resources are harmed during cleanup operations.</li> <li>Provide shoreline or archaeological monitors as needed.</li> </ul>
Jurisdiction	Pauquachin territory and southern Gulf Islands
Capabilities & Equipment	<ul> <li>24 foot landing craft</li> <li>17 foot x 2 RHIB craft</li> <li>Environmental protection</li> </ul>

Environmental impact assessment
Socio-cultural impact assessment

#### Malahat

Contact Information	Information is held by Canadian Coast Guard's Regional Operations Centre.
Role	<ul> <li>Protect Malahat Nations interests and exercise their governance rights</li> <li>Provide local environmental and cultural heritage information and expert advice</li> <li>Ensure no culturally significant, archaeological, or marine resources are harmed during cleanup operations</li> <li>Provide a meaningful contribution to Integrated Spill Response in the Salish Sea</li> <li>Provide shoreline, on-water, and archaeological monitors as needed</li> <li>Provide personnel for Shoreline Clean-up Assessments (SCAT).</li> <li>Provide vessels and personnel for on water spill response, boom deployment and recovery, and sorbent pad deployment and recovery</li> </ul>
Jurisdiction	Malahat Nation traditional territory
Capabilities & Equipment	<ul> <li>ICS 300 trained staff</li> <li>ICS 400 trained staff</li> <li>28' Thunder Jet welded aluminum vessel</li> <li>23' Silver Streak welded aluminum landing craft vessel</li> <li>Trained and certified vessel operators</li> <li>Staff trained and certified by CCG and WCMRC for on-water spill response</li> <li>SCAT trained staff</li> <li>ICP building with telecommunications, internet, board rooms, and projector screens</li> <li>Spill response cache on Nation water front with 1000 ft of containment boom, 5" sorbent boom, sorbent pads, shoreline clean up equipment etc.</li> </ul>

#### Provincial

#### BC Ministry of Environment and Climate Change Strategies

Contact Information	24/7 Spill Reporting Line – EMBC Emergency Coordination Centre:
	1-800-663-3456
Role	Key Provincial Ministry responsible for coordinating a provincial response to spills of hazardous materials and incidents impacting the environment and providing oversight to ensure proper cleanup.

	The Ministry will assess and ensure the responsible party has taken proper steps to restore and recover the environment for any spill impacting a water body and all reports of spills under the <i>BC Spill Reporting Regulation BC Reg. 187/2017</i> . When a Responsible Party is unknown, unwilling or unable to properly address a spill within the ministry's jurisdiction, the ministry has the authority to take over spill emergency management.
Jurisdiction	The Ministry of Environment and Climate Change Strategy is responsible for the protection, management and conservation of BC's water, land, air and living resources. The <i>Ministry of Environment Act</i> directs the Minister to plan for, coordinate, implement and manage a program to protect the welfare of the public in the event of an environmental emergency or disaster. The authority for coordinating the Government of BC's response to specific hazards is under the <i>Emergency Program Act</i> and <i>Emergency Program Management Regulation</i> . Environmental authorities for Spill Preparedness, Response and Recovery are provided under the <u>Environmental Management Act</u> and <u>Spill Preparedness</u> , <u>Response and Recovery Regulation</u> ; <u>Spill Reporting Regulation</u> and <u>Spill Contingency</u> <u>Planning Regulation</u> .
Capabilities & Equipment	<ul> <li>Incident Commander</li> <li>Liaison Officer</li> <li>Information Officer</li> <li>Environmental Unit Leader</li> <li>Technical Specialists: <ul> <li>SCAT</li> <li>Waste Management</li> <li>Wildlife</li> <li>GIS</li> <li>Environmental Impact Assessment</li> <li>Field Observers</li> <li>Recovery</li> <li>Sampling</li> <li>Product Hazard Analyst</li> </ul> </li> </ul>

#### BC Parks

Contact Information	
Role	
Jurisdiction	

Capabilities &	Capabilities &	pabilities 8	s &
Equipment	Equipment	quipment	nt

#### Emergency Management BC

Contact	Emergency Coordination Centre:
Information	1-800-663-3456
Role	EMBC is the coordinating agency for the provincial government's emergency management activities and is responsible to notify Emergency Program Coordinators for Local Authorities and First Nations communities. EMBC maintains a robust and expansive list of 24-hour emergency contacts, which are updated on a regular and proactive basis, and can be drawn upon to provide initial notifications and disseminate updated information on marine spill events to emergency management partners. The overall purpose of EMBC is to increase life, safety and resiliency for individuals and communities throughout BC.
Jurisdiction	Emergency Management BC is the Province's lead coordinating agency for all emergency management activities, including planning, training, testing and exercising, to help strengthen provincial preparedness. This work is done in collaboration with local authorities, First Nations, federal departments, industry, non-government organizations and volunteers. These steps taken in advance of a disaster will help the response effort and help British Columbians along the road to recovery. The <i>Emergency Program Act, 1996</i> and the associated regulations provide the legislative framework for the management of disasters and emergencies in BC.
Capabilities & Equipment	<ul> <li>24/7 Emergency Coordination Centre for immediate access following an event.</li> <li>24/7 Duty managers available to initiate response supports as required</li> <li>Six regional and one provincial operations centre available to activate in support to events or local authority needs.</li> <li>Contact data base to connect stakeholders as required</li> <li>Coordination call capacity for up to 250 participants</li> <li><i>Emergency Program Act</i> vote provides emergency funds for eligible response and recovery costs</li> <li>Disaster Financial Assistance program provides financial supports for authorized events to cover defined disaster related losses.</li> </ul>

## Health Authorities

#### Health Canada

Contact	24/7 Emergency Line:
Information	1-613-946-5690
	Health Canada's role is to provide scientific support and expertise for major
Role	chemical incidents of public health concern through the Chemical Emergency
	Preparedness and Response Unit.
Jurisdiction	Health Portfolio (Health Canada and Public Health Agency of Canada) support when
	requested by the province.
Capabilities &	Health Canada provides scientific support and expertise to assist the Public Health
	Agency of Canada in its preparedness activities for emergencies involving public
-4-9	health.

#### Health Emergency Management BC

Contact	24/7 on-call number for Health Emergency Management BC:
Information	1-855-675-2436
Role	<ul> <li>Health Emergency Management BC's role will be to support the activation of Emergency Operation Centres at the healthcare facility sites (hospitals, residential care facilities, mental health, etc.) in the Vancouver Island and Vancouver Coastal Health Authorities. Health Emergency Management BC would also liaise with the necessary programs within the two authorities.</li> <li>Health Emergency Management BC would be involved if:</li> <li>The health and safety of human population is impacted.</li> <li>Support or liaison to health authorities is required.</li> <li>There is mass casualty that would cause an influx of admission into hospital sites.</li> <li>Evacuation within the community where home health patients need to be transported.</li> </ul>
Jurisdiction	
Capabilities & Equipment	Health Emergency Management BC provides the expertise, education, tools and support specifically for the BC Health Sector to effectively mitigate, prepare for,

	respond to, and recover from the impacts of emergency events ensuring the
	continuity of health services.

#### First Nations Health Authority

	For urgent situations requiring Environmental Health Officer assistance outside of regular operating hours (Mon-Fri, 8am-4pm), after-hours number:
24 hour	1-844-666-0711 or
Information	ephs.afterhours@fnha.ca
	Calls or emails received after 10:00 pm will be responded to the following day at 6:00 am.
Role	Coordinating First Nations Health Authority (FNHA) activities to ensure First Nation communities are effectively incorporated into emergency response and recovery activities.
Jurisdiction	The First Nations Health Authority is part of a unique health governance structure that includes political representation and advocacy through the First Nations Health Council, and technical support and capacity development through the First Nations Health Directors Association. Collectively, this First Nations health governing structure works in partnership with BC First Nations to improve the health and well- being of First Nations and Aboriginal people in British Columbia.
Capabilities & Equipment	Health Emergency Management, FNHA provides internal and external communications during an emergency, such as Provincial Regional Emergency Operations calls attendance, situational awareness reports, information dissemination to communities, and emergency event debriefs. In addition, they provide mental wellness services.

# Vancouver Island Health Authority

Contact	After hours emergencies (Medical Health Officer):
Information	1-800-204-6166
	Protection of Public Health.
Role	Assess potential impact on human health relating to Recreational Waters, Drinking Water, Food Supply & Air Quality Concerns
Jurisdiction	Island Health provides health care services for residents, clients and patients through
	a network of hospitals, clinics, centers, health units, and residential care locations

	that includes Vancouver Island, Gulf and Discovery Islands and a section of the mainland between but not including Powell River and Bella Coola. Island Health is currently working to reduce the risk of disaster and ensure strategies and trained staff are in place to provide an effective response in the event that disaster occurs. Medical Health Officers and Environmental Health Officers are involved in protection of the public from environmental and other hazards to human health. The Health Protection and Environmental Services Program focuses on food safety, drinking water safety, air quality, recreational water safety, communicable disease, personal services and land use issues.
Capabilities & Equipment	Pending input from health authority <u>https://www.islandhealth.ca/our-locations/health-protection-environmental-</u> <u>services-locations</u> https://www.islandhealth.ca/your-region/comox-valley-strathcona-north-island

#### Vancouver Coastal Health

	Medical Health Officer on-call:
Contact	1-604-527-4893
Information	Environmental Health Manager on call:
	1-877-298-4481
Role	Protect public health
Jurisdiction	
Capabilities & Equipment	<ul> <li>Determination of closure of public areas (beaches, parks, etc.) and activities (fishing areas) until mitigation of risk to the public can be confirmed.</li> <li>Determination of mitigation end point for protection of public health</li> <li>Establishment of criteria for reopening beaches, parks and fishing areas</li> <li>Input into decisions for protecting human health and advising the public, including, but not limited to, the need for evacuation or shelter in place for air exposure to contaminants in initial hours of spill</li> <li>Establishment of criteria for lifting of evacuation or shelter in place order</li> </ul>

#### **Private Sector**

#### Western Canada Marine Response Corporation

Contact	WCMRC 24/7 spill emergency line:
Information	1-855-294-9116
Role	WCMRC is the certified Transport Canada Response Organization for the West Coast, we provide on-water and ICP personnel and assets. It is WCMRC's responsibility to mitigate the impact of the spill and perform clean-up operations under the direction of Unified Command.
Jurisdiction	Entire West Coast from Washington to Alaska borders.
Capabilities & Equipment	<ul> <li>Personnel Available 24/7</li> <li>Vessels Available 24/7</li> <li>SCAT Personnel</li> <li>ICS – All levels and positions</li> <li>GIS Personnel</li> <li>Aerial and underwater surveillance</li> <li>Geographic Response Strategies for Shoreline Protection</li> <li>Media Relations</li> <li>Liaison</li> <li>Oil Skimming Vessels</li> <li>Containment Boom, skimmers, sorbents</li> <li>Liquid waste storage</li> <li>Shoreline cleanup equipment</li> <li>Air monitors</li> <li>Trajectory modelling</li> <li>Environmental data</li> <li>Cultural data</li> <li>Sensitivities data</li> <li>Possible ICP Location</li> <li>Response network and resources</li> <li>Contractual and mutual aid support</li> </ul>

#### Local Authorities

# Comox Valley Regional District

Contact	Information is held by Canadian Coast Guard.
Information	

Role	
Jurisdiction	
Capabilities & Equipment	

# Cowichan Valley Regional District

Contact Information	Information is held by Canadian Coast Guard.
Role	Cooperating Agency (limited capacity to act as an assisting agency unless evacuation is required due to impact)
Jurisdiction	Cowichan Valley Regional District - <u>Legislated:</u> 9 Electoral Areas, Emergency Program Service provider for City of Duncan, Town of Ladysmith, Municipal District of North Cowichan, and Town of Lake Cowichan) <u>Geographical</u> : The Cowichan Valley Regional District covers an area between the <u>Stuart Channel</u> and <u>Saanich Inlet</u> on the east coast of Vancouver Island and the southern part of the <u>West Coast Trail</u> , with <u>Cowichan Lake</u> and <u>Cowichan</u> <u>Valley</u> proper located in its central region. It includes the <u>Gulf</u> <u>Islands</u> of <u>Thetis</u> , <u>Penelakut</u> and <u>Valdes</u> . The total land area is 3,473.12 km <sup>2</sup> (1,340.98 sq mi).
Capabilities & Equipment	<ul> <li>Fire Departments with Boats (used only for fire suppression and rescue):</li> <li>Lake Cowichan</li> <li>Youbou</li> <li>Honeymoon Bay</li> <li>North Cowichan</li> <li>Cowichan Bay</li> <li>Shawnigan</li> <li>Mill Bay</li> <li>Communications equipment/capacity:</li> <li>30 person volunteer communications team</li> <li>Portable radio gateway (join disparate radio networks for inter-operability)</li> <li>Deployable two-way radios (mobile, portable)</li> <li>Portable VHF radio repeater</li> <li>Regional VHF radio network</li> <li>Portable MSAT satellite telephone</li> <li>Radio communications facility (dispatch)</li> </ul>

<ul> <li>Access to communications trailer with multiple technologies available</li> <li>Radio technician and support vehicle w/ test equipment</li> <li>Several response support locations throughout the region:</li> </ul>
<ul> <li>Regional EOC in Duncan, BC (6 person covid-ready dedicated EOC,15-20 ppl non-covid EOC)</li> <li>Several municipal EOCs (not dedicated) – 5-20ppl</li> <li>Established Reception Centres (Duncan, Ladysmith, Lake Cowichan, Mill Bay)</li> <li>Most Fire First Responders generally have ICS 100, as do EOC teams. Some select staff have ICS 200, and a few (less than 5) with 300 &amp; 400.</li> </ul>

#### Nanaimo Regional District

Contact Information	Information is held by Canadian Coast Guard.
Role	Local Authority for emergency response in RDN Electoral Areas.
Jurisdiction	The RDN's seven Electoral Areas include unincorporated communities on the central east coast of Vancouver Island, from Yellowpoint to Deep Bay - the RDN is responsible for administration, local governance, and local services in these communities.
Capabilities & Equipment	<ul> <li>Emergency Operations Centre: 6300 Hammond Bay Road, Nanaimo</li> <li>Designated Reception Centres from Bowser to Cedar</li> <li>ESS Groups in RDN South, Gabriola Island, Lantzville and Oceanside</li> <li>Media Communications and mass notification system to share lead agency messaging</li> <li>Mobile ESS trailer</li> </ul>

#### qathet Regional District

Contact Information	Information is held by Canadian Coast Guard.
Role	Regional Emergency Preparedness Service toward meeting responsibilities in BC Emergency Program Act for participating local authorities within qRD.

Jurisdiction	Areas within the boundaries of the qRD
Capabilities & Equipment	Primary EOC: #202-4675 Marine Avenue, Powell River, BC

# Strathcona Regional District

Contact Information	Information is held by Canadian Coast Guard.
Role	The Strathcona Regional District provides fire protection services in Electoral Area A (Sayward Valley), Electoral Area B (Cortes Island), and Electoral Area D (between Jubilee Parkway and Oyster River) and is responsible for the region-wide Strathcona Emergency Program. Protective Services works to support fire safety and emergency management – critical functions of a local government – by coordinating training, education and shared resources. Our goal is to ensure that communities in the region are safer and better prepared in the event of an emergency situation, by helping individuals and organizations become resilient and adaptive.
Jurisdiction	<ul> <li>We provide:</li> <li>Leadership to all Emergency Operations Centre, Emergency Social Services and Ground Search and Rescue volunteer and staff teams in our region who will be called upon during an emergency event.</li> <li>Coordination of emergency services for the City of Campbell River and four electoral areas while also supporting the Emergency Coordinators in Sayward, Gold River, Tahsis and Zeballos. The Strathcona Emergency Program coordinates regional emergency training, drills and exercises so teams can share skills and better anticipate challenges prior to an actual event.</li> <li>Support for preparedness initiatives throughout the Regional District. Our goal is to build capacity within our region by educating people, neighbourhoods and businesses to ensure they are better prepared to help themselves and others impacted by disaster.</li> <li>Volunteer coordination.</li> </ul>
Capabilities & Equipment	Strathcona Regional District Emergency Preparedness Program Website: <u>https://srd.ca/services/emergency-management/</u> Twitter: https://twitter.com/SEP_EPC

#### Sunshine Coast Regional District

Contact	Information is held by Canadian Coast Guard.
Information	
Role	
Jurisdiction	
Capabilities &	
Equipment	

#### **District of Sechelt**

Contact	Information is held by Canadian Coast Guard.
Information	
Role	
Jurisdiction	
Capabilities &	
Equipment	

#### Islands Trust

Contact	Information is held by Canadian Coast Guard.
Information	
Role	
Jurisdiction	
Capabilities &	
Equipment	

#### City of Nanaimo

Contact	Information is held by Canadian Coast Guard.
Information	

Role	The City of Nanaimo's role is to provide support and assistance for Water Based incidents as needed and requested. Given the land/water interface and impact to the jurisdiction and our resources during both response and recovery, the City of Nanaimo would participate in Unified Command as part of the response and provide assistance and support to water based responding agencies as requested.
Jurisdiction	City of Nanaimo
Capabilities & Equipment	<ul> <li>Emergency Support Services – support evacuees or displaced residents</li> <li>Media Communications and Mass Notification System - not primary distributor but provide tools to support distribution of communications and messaging by Coast Guard as lead agency in oil spill.</li> <li>Activate City Emergency Operations Centre</li> <li>Support Facilities – to house equipment, volunteers and support response.</li> <li>GIS personnel</li> <li>Environmental Data</li> <li>Trained Emergency Management Staff in ICS and BCEMS</li> <li>Contact data base to connect with community stakeholders</li> <li>Inventory of Municipal Resources - Heavy Equipment, Foam, Lighting, Utilities, Pumps,</li> <li>Field Observers</li> <li>Staff to support Unified Command</li> <li>Liaison Officer</li> <li>Information Officer</li> <li>Technical Specialists</li> </ul>

#### City of Parksville

Contact Information	Information is held by Canadian Coast Guard.
Role	Regional local government emergency program responsible for all aspects of emergency program including public outreach/education, provision of Emergency Support Services (ESS) and Emergency communications.
Jurisdiction	Regional local government emergency program representing the Town of Qualicum Beach and City of Parksville, providing support to surrounding regional district electoral areas.
Capabilities & Equipment	Primary EOC at Qualicum Beach Fire Hall, secondary location Parksville City Hall. Multi-purpose locations with option to provide space for ICP for outside agencies.
Mobile communications, reception centre and emergency pet support trailers.	
---	
Limited marine based equipment.	

# Appendix 2: Area Plan Logistics and Resources

## PURPOSE AND SCOPE

This appendix focuses on the local logistics and resources information in the planning area. It is intended to assist in the coordination of logistical support during an incident including such things as: communications, air, ground, and water transportation support, equipment and supplies, facilities, fuel, and staging areas.

This appendix is intended to fill in gaps where a GRS is not yet available and to provide convenient access to information that would be operationally useful early in the response

## Logistics Section Organization

This appendix corresponds with the different roles and responsibilities assigned to the Logistics Section in the Incident Command System (Figure 1). The following is the organizational chart for the functions within the Logistics Section.



Figure 4. Logistics Section Organization Chart, based on the Incident Command System

## Communications

This section lists communication options and the radio frequencies that are typically used between agencies during a spill response in the Georgia Strait area. It also includes selfidentified operating frequencies used by response participants (First Nations, industry, provincial, and local).

Communication plans within the Logistics Section are for operational and tactical response and should not be confused with communication plans developed for Information and Liaison Officers.

### Initial Communications

At the onset of response activities, communications between the Incident Command Post and field operations will be determined by what is readily available. Longer-term communications will take upwards of several days to establish. In most cases, a combination of mobile cellular phones and VHF marine radios will be used.

### Interoperability, Equipment and Resources

In the event of a large scale pollution response, multiple agencies and response participants must be able to develop a level of interoperability that allows responders to exchange information via data, voice, and video, on demand, in real time as authorized, to ensure a successful response. The Communications Unit Leader has overall responsibility for the following communications equipment and personnel requirements with support from the Staging Site Manager.

### Radios

CCG Environmental Response has a variety of VHF marine radios, including the Motorola APX800 series, a top-tier public safety radio capable of VHF and UHF and encrypted digital operation. This flexibility allows CCG ER to communicate on marine, resource road, industry encrypted, and provincial emergency channels.

### Mobile Phones

In addition to voice transmission, the use of mobile smart phones in areas with good network coverage, enables responders to share real-time information with the ICP through data files, pictures, video and video chats. The use of different apps may support the transfer of information between ICP and field operations as well.

Cell phone coverage maps for the major providers are found here: <u>https://www.whistleout.ca/CellPhones/Guides/Coverage</u>

#### Satellite Phones

Satellite communications have proven to be an important asset during any large scale event. Satellite communications typically remain unaffected even though conventional landlines or cellular towers may be compromised due to circumstances such as extreme weather. Further, some areas of the plan have limited mobile network coverage and potentially poor VHF communications due to geography. In these instances, satellite phones are a reliable and suitable replacement for communicating important messages between field operations and the ICP. Both CCG and WCMRC have satellite phones ready to use if mobile phones and radio communications fail.

### Satellite Terminal

CCG has a deployable satellite terminal which features built-in mounting and integration to all Mobile Incident Command Posts (MICPs). The terminal provides an external data connection where none other is possible with data rates up to 5Mbps. The unit itself can fit into two airline checkable size cases for easy shipping and transport and is located at Victoria Coast Guard Base.

The Inmarsat GX service requires CCG to contact Shared Services Canada to activate the terminal which is subject to their Monday to Friday availability. This could result in up to a 48 hour delay in activation.

### Marine Communications & Traffic Services Repeaters

Victoria Marine Communications and Traffic Services Center provides radio communication services within the planning area. In addition to distress and vessel traffic services, they also have the potential to switch the following sites into repeater mode on duplex channels 84 and 26:

Victoria MCTS (call sign, VAK)							
Telephone: 250-363-6333 (Shift Supervisor)							
Email: <u>supervisor.victoria@innav.gc.ca</u>							
Site	Location	Repeater Ch					
Mount Parke	48°50'23"N 123°17'41"W	Ch26					
Cape Lazo	49°42'24"N 124°51'41"W	Ch26					
Discovery Mountain	50°19'25"N 125°22'16"W	Ch84					
Texada	49°41′47″N 124°26′07″W	Ch84					

Table 1: Marine Communication and Traffic Repeaters

Repeaters are used expand radio communications range when needed due to topography or distance. In the event of a pollution response incident, MCTS can be requested to enable the repeater function at an appropriate site.

### Deployable Repeater

CCG has one rapid deployable repeater in Western Region located at Victoria CCG Base. While it is always preferable to use existing MCTS infrastructure, this rapidly deployable and selfcontained repeater kit can be placed into service anywhere at short notice. It can be used to create a communications zone where no MCTS coverage exists, or to supplement existing facilities by adding a second wide-area radio channel. The unit works on VHF Ch23 and is built for extended remote site operation with the ability to be deployed on a mountain, tall building, tree, or MICP mast system.

### Mobile Incident Command Post Communications

CCG has five Mobile Incident Commands Posts (MICPs) of different sizes available for use within the plan area. Each MICP is equipped with multi-band and air band radios and radio interop bridge, cellular modems, phones, network, and wifi. The Type 2 – Large Trailers (located in Victoria and Richmond) have full communications and informatics packages with a server, file share capability, radio operator console, and an interoperability bridge.



Figure 5. Mobile Incident Command Post Communications Package

### Remote Connectivity Kits

MICPs have connectivity kits to extend network communication using line-of-sight links from the MICP to field operations, CCG vessels, temporary accommodations, work/staging barges, and nearby vessels. The remote connectivity kits consist of point-to-point and point-tomultipoint network radios, and are compatible with existing shipboard nearshore network links and equipment.

### Developing the Incident Radio Communications Plan

The Communications Unit Leader develops the Incident Radio Communications Plan ICS-205, which provides information on all radio frequency or trunked radio system talkgroup assignments for each operational period. They are also responsible for obtaining, distributing, and supporting operation of computer and radio incident communications equipment and the data management infrastructure to support information flow.

### Communications Resource Availability Worksheets (ICS-217)

A robust Incident Radio Communication Plan (ICS-205) is critical for ensuring the interoperability and the optimal use of all assigned communications capabilities. The frequencies/channels listed in the following Communications Resource Availability Worksheets (ICS-217) will help populate a fulsome ICS-205.

The channels have been divided up into the following groups and listed in order of preference.

### Safety (all vessels)

VHF Ch16 is designated under international convention for use for ship-to-ship and ship-toshore hailing and distress in international waters. ALL users are required to use channel 16 for <u>only</u> these purposes and then switch to other channels for subsequent communications. Pollution response is no exception.

### Operational

Operational channels are intended for communications between the field and the ICP. The VHF channels are listed in order of preference. Channels designated for primary operations should not be used for extended or team specific conversations. These types of conversations should be moved to tactical channels, as outlined below.

### Tactical

Tactical channels are intended for communications between vessels engaged in on-water pollution operations in the field. Channels designated for tactical communications should be used for extended short-range and team or objective-specific conversations.

### Aircraft

Marine VHF channels to be used to communicate with aircraft involved in either Search & Rescue or pollution response operations.

### Vessel Traffic Services (VTS)

Each plan area contains shipping lanes and calling-in-points for vessels participating with CCG Vessel Traffic. These channels can be monitored by vessels in the field to maintain awareness of participating traffic in the area.

### Weather and Maritime information

Weather and the Continuous Marine Broadcast including navigational warnings (NAVWARNs) are readily available on multiple VHF channels.

### Miscellaneous

During a response, the ability to contact other users on their typical VHF channels (marinas, commercial towing, whale watching, fishing fleet, etc.) is required.

### EMBC (Provincial Emergency Channels)

Designated for use by local authority emergency programs province-wide, primarily involving Site and Site Support (EOC) levels within BCEMS. This includes communications between EOC (or PREOC when providing Site Support functions) and local authority resources or functions such as reception centers, incident command posts and logistics facilities).

### RR (Resource Road Channels, Province of BC)

CCG ER trucks are equipped with radios that have been preprogrammed to operate on BC Resource Road channels for use when travelling on resource roads, particularly on the West Coast of Vancouver Island. When resource roads are used to access a shoreline, responders must follow standard radio communication protocols on Forest Service Roads (FSR) and other natural resource roads across the province of British Columbia. More information can be found here: <u>https://www2.gov.bc.ca/gov/content/industry/natural-resource-use/resourceroads/radio-communications</u>

Basic Radi	Radio Channel Use			Frequency Band: VHF UHF				Description: Radio Channel Options	
Ch #	Function	Ch Name/Radio System Talkgroup	Assignment	Rx Freq	Rx Tone / NAC	Tx Freq	Tx Tone / NAC	Mode A, D or M	Remarks
16	SAR		Safety	156.800		156.800			International Distress, Safety, and Calling
07A			Operational	156.350		156.350			Intership, Ship-shore, Commercial
27			Operational	161.950		157.350			Duplex channel. Can be used as a repeater.
24			Operational	161.800		157.200			Duplex channel. Can be used a repeater.
83A	CCG/MCTS		Operational	157.175		157.175			MCTS working channel. Could be used for MCTS interoperability within a response.
84			Operational	161.825		157.225			Duplex channel, requires a repeater.
04A	CCG		Tactical	156.200		156.200			DFO/CCG only working channel.
21A	CCG		Tactical	157.050		157.050			DFO/CCG only working channel.
61A	CCG		Tactical	156.075		156.075			DFO/CCG only working channel.
62A	CCG		Tactical	156.125		156.125			DFO/CCG only working channel.
81A	CCG		Tactical	157.075		157.075			DFO/CCG only working channel.
82A	CCG		Tactical	157.125		157.125			DFO/CCG only working channel.
19A			Tactical	156.950		156.950			DFO/CCG and BC Coast Pilots working channel.
25			Tactical	161.850		157.250			Ship/Shore and Public Correspondence
64			Tactical	160.825		156.225			Ship/Shore and Public Correspondence
09			Aircraft	156.450		156.450			May be used to communicate with aircraft and helicopters in predominantly maritime support operations.
10			Aircraft	156.500		156.500			May be used for communications with aircraft engaged in coordinated search and rescue and antipollution operations.
67			Aircraft	156.375		156.375			May be used for communications with aircraft engaged in coordinated search and rescue and antipollution operations. Also for public correspondence use.
72			Aircraft	156.625		156.625			May be used to communicate with aircraft and helicopters in predominantly maritime support operations. Also for public correspondence use.
73			Aircraft	156.675		156.675			May also be used for communications with aircraft engaged in coordinated search and rescue and antipollution operations.

#### Table 3. Communications Resource Availability Worksheet (ICS-217) – Canadian Coast Guard (DEC 2020)

06	SAR		Aircraft	156.300	156.300	May be used for search and rescue communications between ships and aircraft.
22A	CCG/USCG		Transboundary	157.100	157.100	A temporary working channel until another is established with USCG.
23	CCG ER		Repeater	161.750	157.150	Deployable repeater channel.
11	CCG MCTS		VTS	156.550	156.550	Vessel Traffic Channel.
12	CCG MCTS		VTS	156.600	156.600	Vessel Traffic Channel.
13			VTS	156.650	156.650	Bridge-to-bridge navigational traffic.
14			VTS	156.700	156.700	Port operations and pilot information and messages.
71	CCG MCTS		VTS	156.575	156.575	Vessel Traffic Channel.
74	CCG MCTS		VTS	156.725	156.725	Vessel Traffic Channel.
21B	CCG MCTS		Weather	161.650		Continuous Marine Broadcast
83B	CCG MCTS		Weather	161.775		Continuous Marine Broadcast
WX1	CCG MCTS		Weather	162.550		Weatheradio Broadcast
WX2	CCG MCTS		Weather	162.400		Weatheradio Broadcast
WX3	CCG MCTS		Weather	162.475		Weatheradio Broadcast
18A			MISC	156.900	156.900	Towing
63A			MISC	156.175	156.175	Tow Boats
68			MISC	156.425	156.425	Marinas, yacht clubs and pleasure craft.
69			MISC	156.475	156.475	Pleasure craft
78A			MISC	156.925	156.925	Fishing Industry
79A			MISC	156.975	156.975	Fishing Industry
80A			MISC	157.025	157.025	Whale Watching
SAR-IF						
MUT-AID			EMBC			
XBC-1			Police			Police – secured channel
XBC-2			Police			Police – secured channel
PEPCORD1			EMBC	148.6550	148.6550	EMBC Coordination channel 1
DFO 4G						
RR-03		Mahatta		150.140 N	150.140 N	BC Resource Road Channel
RR-05		Holberg		150.200 N	150.200 N	BC Resource Road Channel
RR-21		Holberg		151.010 N	151.010 N	BC Resource Road Channel*
RR-26		Holberg		151.340 N	151.340 N	BC Resource Road Channel*
					UHF	
BOATFIRE						Pre-programmed on select CCG ER radios
WORKING						Pre-programmed on select CCG ER radios
CCG 3						Pre-programmed on select CCG ER radios

Georgia Strait Integrated Response Plan | 2021

CCG 4								Pre-programmed on select CCG ER radios
MAR 1								Pre-programmed on select CCG ER radios
MAR 2								Pre-programmed on select CCG ER radios
MAR 3								Pre-programmed on select CCG ER radios
MAR 4								Pre-programmed on select CCG ER radios
MAR 7								Pre-programmed on select CCG ER radios
MAR 8								Pre-programmed on select CCG ER radios
MAR 9								Pre-programmed on select CCG ER radios
MAR 10								Pre-programmed on select CCG ER radios
MAR 11								Pre-programmed on select CCG ER radios
NOTES: N	NOTES: Not to be used within 64 km of the Canada-United States border							
The conver narrow or control situ	The convention calls for frequency lists to show four digits after the decimal place, followed by an "N" or a "W", depending on whether the frequency is narrow or wide band. Mode refers to "A" or "D" indicating analog or digital or "M" indicating mixed mode. All channels are shown as if programmed in a control situation, mobile or portable radio. Repeater and base stations must be programmed with Rx and Tx reversed.							

#### Table 4. Communications Resource Availability Worksheet (ICS-217) – Response Participants (DEC 2020)

Basic Radi	o Channel Us	se	Frequency Band: VHF UHF				Description: Radio Channel Options		
Ch #	Function	Ch Name/Radio	Assignment	Rx Freq	Rx Tone	Tx Freq	Tx Tone	Mode	Remarks
		System			/ NAC		/ NAC	A, D or	
		Talkgroup						М	
16	SAR		Safety	156.800		156.800			International Distress, Safety, and Calling
07A			Operational	156.350		156.350			Intership, Ship-shore, Commercial
27			Operational	161.950		157.350			Duplex channel. Can be used as a repeater.
24			Operational	161.800		157.200			Duplex channel. Can be used a repeater.
83A	CCG/MCTS		Operational	157.175		157.175			MCTS working channel. Could be used for MCTS interoperability within a response.
84			Operational	161.825		157.225			Duplex channel, requires a repeater.
04A	CCG		Tactical	156.200		156.200			DFO/CCG only working channel
21A	CCG		Tactical	157.050		157.050			DFO/CCG only working channel
61A	CCG		Tactical	156.075		156.075			DFO/CCG only working channel
62A	CCG		Tactical	156.125		156.125			DFO/CCG only working channel
81A	CCG		Tactical	157.075		157.075			DFO/CCG only working channel
82A	CCG		Tactical	157.125		157.125			DFO/CCG only working channel
19A			Tactical	156.950		156.950			DFO/CCG and BC Coast Pilots working channel

25		Tactical	161.850	157.250		Ship/Shore and Public Correspondence
64		Tactical	160.825	156.225		Ship/Shore and Public Correspondence
22A	CCG/USCG	Transboundary	157.100	157.100		A temporary working channel until another is established with USCG.
11	CCG MCTS	VTS	156.550	156.550		Vessel Traffic Channel
12	CCG MCTS	VTS	156.600	156.600		Vessel Traffic Channel
13		VTS	156.650	156.650		Bridge-to-bridge navigational traffic
14		VTS	156.700	156.700		Port operations and pilot information and messages
71	CCG MCTS	VTS	156.575	156.575		Vessel Traffic Channel
74	CCG MCTS	VTS	156.725	156.725		Vessel Traffic Channel
21B	CCG MCTS	Weather	161.650			Continuous Marine Broadcast
83B	CCG MCTS	Weather	161.775			Continuous Marine Broadcast
WX1	CCG MCTS	Weather	162.550			Weatheradio Broadcast
WX2	CCG MCTS	Weather	162.400			Weatheradio Broadcast
WX3	CCG MCTS	Weather	162.475			Weatheradio Broadcast
18A		MISC	156.900	156.900		Towing
63A		MISC	156.175	156.175		Tow Boats
68		MISC	156.425	156.425		Marinas, yacht clubs and pleasure craft.
69		MISC	156.475	156.475		Pleasure craft
78A		MISC	156.925	156.925		Fishing Industry
79A		MISC	156.975	156.975		Fishing Industry
80A		MISC	157.025	157.025		Whale Watching
PEP EP1	EMBC	EMBC	148.6850	148.6850		British Columbia Emergency Program Channel 1. Designated for use by local authority emergency programs province-wide, primarily involving Site and Site Support (EOC) levels within BCEMS. This includes communications between EOC (or PREOC when providing Site Support functions) and local authority resources or functions such as reception centers, incident command posts and logistics facilities). Homalco First Nation and Campbell River have indicated use of PEP EP1 for interagency response.
PEPCORD1	EMBC	EMBC	148.6550	148.6550		British Columbia (EMBC) Coordination Channel 1.

					Designated for multi-agency coordination province-wide at the Site level including ground and marine to ground communication.
					All frequency users are to ensure agencies conducting Combine Event response or air to ground communications are provided clear channel for the duration of response activities. This frequency shall not be used to replace tactical or operational frequencies for the use of individual response. Homalco First Nation and Campbell River have indicated use of PEPCORD1 for
					interagency response.
TACH 1	WCMRC	Operational			WCMRC internal UHF working channel. Wide area.

#### NOTES:

Most communications will take place on VHF. Response participants who have access to a marine radio, should be able to access the above <u>VHF channels</u>.Cowichan Regional District has the following communications equipment/capacity:

- 30 person volunteer communications team
- Portable radio gateway (join disparate radio networks for inter-operability)
- Deployable two-way radios (mobile, portable)
- Portable VHF radio repeater
- Regional VHF radio network
- Portable MSAT satellite telephone
- Radio communications facility (dispatch)
- Access to communications trailer with multiple technologies available
- Radio technician and support vehicle w/ test equipment

The convention calls for frequency lists to show four digits after the decimal place, followed by an "N" or a "W", depending on whether the frequency is narrow or wide band. Mode refers to "A" or "D" indicating analog or digital or "M" indicating mixed mode. All channels are shown as if programmed in a control situation, mobile or portable radio. Repeater and base stations must be programmed with Rx and Tx reversed.

## Medical

Select healthcare services within the Georgia Strait Plan Area are listed in Table 5.

For a complete list of services visit Health Link BC <u>https://www.healthlinkbc.ca/services-and-resources/find-services</u>. Additional information on Hyperbaric chambers for diving injuries can be found at <u>https://cuhma.ca/facilities/facilities</u>.

Table 5. Healthcare Services. This table is not an exhaustive list of resources available in the planning area.

Location	Type of Medical Service	Address and Phone	Description	Hours of Operation	Notes
BC	Community Paramedicine. BC Emergency Health Services	http://www.b cehs.ca/health <u>-</u> professionals- site/Documen ts/CP%20Com munity%20Co ntacts.pdf	Ambulance service		
Vancouver	Vancouver General Hospital	899 W. 12 <sup>th</sup> Ave Vancouver BC 604-875-4111	Emergency and general hospital services	24/7	
Vancouver	Vancouver General Hospital, Hyperbaric Unit	855 W. 12 <sup>th</sup> Ave Ground floor, Suite G700, Vancouver BC 604-875-4033	Hyperbaric oxygen treatment of diving injuries, burns, CO poisoning, etc.	Mon-Fri 8am – 4 pm	Also have a 24 hour on- call team for emergencies.
Esquimalt	Fleet Diving Unit Pacific	CFB Esquimalt Naden St. Victoria BC 250-363-4981	Hyperbaric oxygen treatment of diving injuries. other		Eight place, air, O2, HeO2, MD, TUP. Several chambers, including portable, airport access, floatplane alongside, heliport on site
Campbell River	North Island Hospital Campbell River and District	375 2 <sup>nd</sup> Ave Campbell River BC 250-286-7100	General and emergency health services	24/7	

Location	Type of Medical Service	Address and Phone	Description	Hours of Operation	Notes
Courtenay	North Island Hospital Comox Valley	101 Lerwick Rd Courtenay BC 250-331-5900	General and emergency health services	24/7	
Nanaimo	Nanaimo Regional General Hospital	1200 Dufferin Cr Nanaimo BC 250-755-7691	General and emergency health services	24/7	
Nanaimo	Nanaimo Urgent Care Centre / Medical Arts Centre	103-650 Terminal Avenue S Nanaimo BC 250-753-3431	Offers same-day care for concerns such as minor injuries, sprains and strains, infections, less serious child illness and injury, high fever, asthma attacks, and cuts, wounds or skin conditions.	Mon-Fri 8am-9pm, Sat-Sun 9am-6pm	Physician referral, self- scheduled appointments and walk-in accepted.
Duncan	Cowichan District Hospital	3045 Gibbins Rd Duncan BC 250-709-3000	General and emergency health services	24/7	

Table 2: Georgia Strait Healthcare Services

### Food

The Logistics section is responsible for determining all incident facilities' feeding requirements, including identifying needs for cooking facilities, food preparation and serving, drinking water, and food service area maintenance.

Food services are widely available in the Georgia Strait Plan Area however, there may be occasions where catering services could better meet the needs of a larger group stationed at an ICP. This list does not imply preference for a specific contractor and is only meant to indicate options that may be available. Table 6. Food Services. This table is not an exhaustive list of resources available in the planning area.

Location	Type of Food	Address and Phone	Description	Hours of Operation	Notes
	Service				
Canada- wide	Catering	Sodexo Food Services 1-877-632-8592	Packaged healthy food options to on-site employees. Capability to deliver anywhere in Canada with 24 hour notice. https://services.so dexorise.ca/food- services/		This option may work well where an ICP will be in place longer term.
Gold River	Bulk Food Delivery	Cold Star Solutions 1734 Ryan Rd, Comox, BC V9M 4C9 Call centre: 250- 381-3399	The Comox warehouse may be small, but it has the vital role of serving as portal to the north end of beautiful Vancouver Island. Its dedicated team ensures that we are able to provide high quality service to Quadra Island, Gold River, Port Hardy and all points in between.	Monday: 6 am to 2 pm, Tuesday to Friday: 5:30 am to 3:30 pm, Saturday: By request, Sunday: Closed	
Campbell River	Food Services	Riptide Marine Pub 1340 Island Hwy 250-830- 0044	Catering group in CR	1130-2100 Thursday- Monday	
Campbell River	Food Services	On Line Catering 250-286-6521	Catering group in CR	https://www.onli negourmetcateri ng.com/	
Campbell River	Food Services	Quay West Kitchen & Catering 921 Island Hwy, Campbell river, 250-286-9988	Catering group in CR	1130-2100 7/365	

## Facilities

The facilities unit is responsible for the setup, maintenance and demobilization of incident facilities, such as staging areas or the incident command post. This unit also provides sleeping and sanitation facilities for incident personnel. This section outlines some considerations for establishing these types of facilities in the Georgia Strait area, as well as provides some pre-identified sites that may be used.

For large incidents in the Georgia Strait area an incident command post would likely be stood up in a location that has sufficient accommodation, medical and food services as to not be an issue. Depending on the exact location of the incident, field crews may require to have food go with them to the response site, but they are likely able to travel at the end of the day to return to their lodging.

### **Incident Command Posts**

The following criteria should be considered when identifying Incident Command Posts:

- ICP Identifier (Name, location)
- Access (parking, etc)
- Maximum capacity
- Internal amenities (meeting spaces, breakout rooms, washrooms, kitchen)
- Electronic connections (wifi and cell signal and capacity, printing, projection screens)

ICP Site Name, Location and Contact	Description of Area	Access to Site	Separate meeting spaces	Communication s (cell, internet, radio)	Notes
Institute of Ocean Sciences 9860 W Saanich Road, Sidney BC 250-363-6517	Large building that is the centre for various scientific facilities, as well as CCG's MCTS centre. Has a large auditorium suitable for an ICP.	Car, dock access	Yes – additional rooms close to the auditorium	Cell phone coverage is known to be spotty. Hardline internet only (no WiFi) Auditorium has large screen set- up with projector.	Cafeteria located in the building.

Table 7. Potential Locations for Incident Command Posts. This table is not an exhaustive list of resources available in the planning area.

ICP Site Name, Location and Contact	Description of Area	Access to Site	Separate meeting spaces	Communication s (cell, internet, radio)	Notes
CCG Base, Sea Island, 4260 Inglis Drive, Richmond BC 604-270-3344	Located near YVR Airport.	Car, dock access	Meeting room with large dual screens projection	Cell phone coverage, hardline internet (no WiFi)	Security gate, key card entry. Kitchen on site, restaurant nearby.
CCG SAR Hovercraft Unit, Sea Island, 4262 Inglis Drive, Richmond BC 604-278-7717	Located near YVR Airport.	Car, dock access	Classroom space with large screen, Hub for internet, medium size lounge area, mess area with kitchen	Cell phone coverage, hardline internet (no WiFi)	Security gate, key card entry. Kitchen on site, restaurant nearby.
Nanaimo Port Authority Port Operations: 250-753-4146 ext. 244	Possible ICP Location (Contact Harbour Master via the Port Operations Centre)	Road and water access		Internet, cell, radio	
Shíshálh Nation Social Services Bldg 604-740-5600 ext.283	Meeting facility With offices, with Genset and storage	Road	Yes	Conference, WIFI VHF Radio Multilple Outlets	Tim Hortons, Starbucks, McDonalds other grocery and restaurants
Halalt Nation Band Office 250- 246-4736 Spillresponse@ halalt.org	2 board rooms with WiFi, community gym to house ICP	Road	Yes	Internet/WiFI, adequate cellular coverage, VHF communications	
City of Parksville Emergency Program Coordinator 250-954-4672	Multi-purpose locations with option to provide space for ICP for outside agencies.	Road		Mobile communications , cellular coverage, internet?	

ICP Site Name, Location and Contact	Description of Area	Access to Site	Separate meeting spaces	Communication s (cell, internet, radio)	Notes
or Emergency Preparedness Coordinator 250-752-6232					
<b>City of Nanaimo</b> Emergency Program Manager 250- 713-7708	Support Facilities to house equipment, volunteers and support response	Road		Cellular coverage, internet?	

### Virtual Incident Command Post

The Coast Guard has successfully tested the ability to carry out multi-day coordination activities required for a large scale response while in a virtual environment. In the event a virtual ICP is established, the primary platform of choice will be Microsoft Teams and any other platform accessible to the ICP participants both internally and externally to CCG.

### Accommodations

The plan area includes both easily accessible and remote locations. In easily accessible locations there are an abundance of conventional accommodations (e.g. hotels, motels) for response personnel, although availability in some locations may depend on the time of year and number of responders. In remote locations the Incident Command team may consider the use of temporary accommodations such as camp barges, fishing lodges, or other rapidly deployable lodgings.

## Ground Support

The ground support unit is responsible for the management of tactical equipment, vehicles, mobile ground support equipment and fueling services; transportation of personnel, supplies, food and equipment in support of incident operations. The Vessel Support Unit is responsible for coordinating transportation on the water and between shore resources, as well as fueling, docking and maintenance requirements. This section outlines available methods of transportation in the plan area.

The Canadian Coast Guard's Integrated Technical Services (ITS) directorate has a variety of experts that may provide these services during a response.

A digital library with manuals for maintenance and use of response equipment is kept by the CCG's Marine Civil Infrastructure program.

Travel in and around some parts of the planning area may pose some limitations to a response. Highway, airport, and marine services and infrastructure may be limited for some locations within the planning area.

### Personnel/Equipment Mobilization

For most of the Georgia Strait area, there are no significant barriers to mobilizing personnel and equipment. There are some areas along the Sunshine Coast that may only be accessible by vessel.

### Launch Sites and Water Access

Please refer to the Harbour Authority Association of BC for a list of harbour authorities by zone: <u>https://haa.bc.ca/harbour-authorities-by-zone/</u>

The link above includes interactive maps showing the marinas located in each zone, with photos and contact information for each of the harbour authorities.

Launch sites and water access can also be found in the Sailing Directions publication at this link: <a href="http://www.charts.gc.ca/publications/sailingdirections-instructionsnautiques-eng.html">http://www.charts.gc.ca/publications/sailingdirections-instructionsnautiques-eng.html</a>

### **Marine Fuelling Stations**

See the Sailing Directions for information regarding availability of fuel at launch sites and water access points: <u>http://www.charts.gc.ca/publications/sailingdirections-instructionsnautiques-eng.html</u>

### Geographic Response Strategies

This appendix supplements information found within Western Canada Marine Response Corporations' (WCMRC) Coastal Mapping Program. Geographic Response Strategies (GRS) are site-specific response plans tailored to protect sensitive areas threatened by an oil spill. These GRS include a photo of the site, the strategic objective, access, radio and cell coverage, staging area, shoreline features and recommended equipment. GRSs can be accessed via: <a href="http://coastalresponse.ca/coastal-mapping/">http://coastalresponse.ca/coastal-mapping/</a>.

# Appendix 3: Key ICS Functions

This section identifies several key ICS functions where collaboration and shared understanding of ICS implementation are particularly important.

## Incident Management Team

The term Incident Management Team refers to the Incident Commander and appropriate Command or General Staff assigned to an incident.

The Command Staff consists of the Incident Commander or Unified Command, Liaison Officer, Information Officer, Safety Officer and, in some cases, Intelligence/Investigation Officer. The Incident Commander or Unified Command wear green vests while the remainder of Command Staff wears red.

The Incident Commander/Unified Command is in charge of the incident site's overall activities and responsible for establishing incident objectives for each operational period.

The Information Officer (IOFR) is responsible for developing and releasing information about the incident to the media and public. While less often discussed, the Information Officer is also responsible for ensuring that an incident's command staff are kept apprised about what is being said or reported about an incident. The officer may have Assistants as necessary, and they may come from other Assisting or Cooperating Agencies.

For a sizeable marine pollution incident, a Joint Information Centre (JIC) may be established by the Information Officer to manage communication resources and generate media products when multiple organizations are involved in the incident response. A JIC, or portion of it, should be located close to the Incident Command Post. Remote JICs may be needed for response to major incidents involving large geographic areas, and JIC members may be distributed geographically as long as the JIC can develop and approve products in a timely manner. The JIC is working toward Unified Command's objectives and not the objectives or procedures of their home department or agency.

The Safety Officer (SOFR) ensures that the safety of responders and the public is not compromised while carrying out response operations. The SOFR evaluates proposed strategies and tactics and works closely with the Operations Section Chief to implement safeguards as necessary.

The Liaison Officer (LOFR) represents the Incident Commander/Unified Command in communicating with agencies supporting the incident. In addition, the LOFR interfaces with interested parties to ensure that their concerns are brought to the attention of the Incident Commander/Unified Command. Only one primary Liaison Officer will be assigned for each incident, including incidents operating under Unified Command and multi-jurisdiction incidents. There may be a need, driven by the complexity or scope of the incident, to appoint one or more Assistant Liaison Officers in the Incident Command Post or field to maintain a manageable span of control.

An agency that participates in the response may assign an Agency Representative to make decisions on all matters affecting their agency's participation at the incident.

The Intelligence/Investigation Officer fulfills a traditional role of collecting and analyzing intelligence information to support the incident objectives. This position or group, if activated, could either report to Unified Command or another position within General Staff, such as Planning Section Chief.

\*Please note the activities led by ECCC's Environmental Enforcement Officers, Wildlife Enforcement Officers, and Environmental Emergencies Officers could occur outside the ICS structure prior to establishing an ICP. As mentioned in section 3120 Initial Assessment, once an ICP is established and there is a recognized Incident Commander/Unified Command, officials would make their presence known to command, and for safety reasons, would sign in and out of the operating area.

## General Staff

The Operations Section Chief is responsible for managing all tactical operations at an incident and has a key role in assisting in developing the Incident Action Plan. The need to expand the Operations Section is generally dictated by the number of tactical resources involved and is influenced by span of control considerations.

The Planning Section Chief is responsible for providing planning services for the incident and has the primary role in developing the Incident Action Plan. Under the Planning Section Chief's direction, the Planning Section collects situation and resources status information, evaluates it, and processes the information for use in developing action plans. Dissemination of information can be in the form of the Incident Action Plan, informal briefings, or through map and status board displays.

The Logistics Section Chief provides all incident facilities, services, personnel and material to support the incident. The Logistics Section receives and processes resource requests from all other sections of the incident. Additionally, the Logistics Section is responsible for the Communications Plan and the Medical Plan.

The Finance/Administration Section Chief is responsible for managing all financial, administrative and costs analysis aspects of an incident. This section identifies all funding sources and ceilings for the response operation. The Finance Section also works closely with Logistics for contracting purposes.

# Assisting and Cooperating Agencies

Assisting and Cooperating Agencies are those agencies that do not have a jurisdictional or statutory responsibility to respond to incidents but are providing resources or support to the incident. An Assisting Agency is providing personnel, services, or other resources in support of the incident objectives. A Cooperating Agency supplies assistance other than direct operational or support functions or resources to the incident management effort. This is typically an agency that is supporting first responders who are responding to the incident. The Assisting or Cooperating Agency's role is to ensure their resources are being used appropriately, any technical information relating to those resources is available, and any restrictions or limitations of those resources are known.

Assisting and Cooperating Agencies are connected to the response efforts through the Liaison Officer.

## **Emergency Operations Centres**

Agencies or jurisdictions may establish Emergency Operations Centres (EOCs) to coordinate multiple emergency services, resources or activities to support an emergency response. EOCs are located outside of the ICP and have their own organization and mission. EOC design and functionality are not part of the Plan; however, the flow of information between the EOC and ICP is expected to follow ICS Principles. The Incident Commander(s) are supported by their lead incident EOC(s). In contrast, other EOC(s) typically perform a support function and communicate through the Agency Representative to the Liaison Officer at the ICP.

## Levels of Response - Modular Organization

One of the Incident Command System's key features is that it is scalable to suit the needs of the response. Some incidents can be responded to by an individual or a small team of responders. Those types of responses likely will not necessitate the use of the Plan. There are times when an incident could result in a better net environmental benefit if the spill is left to monitoring and natural attenuation without undertaking tactical cleanup activities.

The IC/UC would choose natural attenuation if the product spilled is of such size and type that it would limit adverse effects on the environment and allow the pollutant to degrade naturally over time and space. This mitigation method is preferred when cleanup actions may be ineffective or infeasible, cause unacceptable damage to the environment, or create an unacceptable safety risk for responders.

For those instances where a larger-scale response is required, and the Plan is used, many people may be brought in to manage the response activities. The ICS organization expands or contracts to meet the needs of the response to the incident and manage the types of activities required to ensure a successful outcome.

### **Tactical Response**

Typically, there are a variety of field teams undertaking a wide range of tactical activities such as on-water response, shoreline cleanup, ground support (e.g. food, lodging, fuel, equipment) for responders, wildlife management and waste management. These teams are directed and supported by the Incident Management Team in the Incident Command Post.

### **Incident Command Post**

The Incident Command Post is where the primary command functions are performed and where the Incident Commander/Unified Command and Command and General Staff work together.

Personnel from Assisting or Cooperating Agencies may be placed within the incident management structure. They must be familiar with and respect the reporting relationship within the command structure for an incident response while representing their organization's jurisdiction, responsibility and authority.

### **Incident Action Plan**

Every incident needs a written or verbal Incident Action Plan that moves response operations from a reactive to a proactive or planned mode. It provides responders with direction on what to accomplish in a specified operational period and which resources will be necessary to support these operations.

### Establishing a Meeting Cycle

By working through the Planning Process, or Planning 'P' in Figure A3.1, responders go through a series of steps or activities to complete an Incident Action Plan. The Planning Section Chief establishes the schedule of meetings; each meeting has specified goals and leads into the next step within the planning cycle. The CCG Incident Management Handbook explains these meetings, goals and steps in detail and is recommended as a resource in the Incident Command Post.



Figure 6. 'The Planning P.' This process includes the stem of the P which are actions performed once at the beginning of a response, and the circle of the P which is a series of cyclical meetings and plans in order to meet changing objectives throughout the response.

# Appendix 4: Initial Information Gathering Checklist

In the event **a marine pollution incident is observed**, timely and accurate information gathering is critical. However, human safety is paramount, and you should not put yourself or others at risk.

If incident severity is unknown, it is always preferable to respond based on the incident's potential magnitude. It is easier to scale back if an incident de-escalates than ramp-up if an incident quickly escalates.

### The following actions should be taken immediately:

Remain upwind or upstream of the suspected pollution and attempt to evaluate the incident from a safe distance. Note that hazards, such as fumes, vapours or fire risks, may not be readily apparent.

Call for emergency medical support if there are injuries to people. If required, notify the proper authorities to facilitate the area's safe evacuation without putting yourself at risk.

### Maintaining a safe distance, observe and record the following:

- Location of the incident
- Extent of the incident (area covered by product)
- □ Type of incident (i.e. explosion, collision, tank failure, grounding, etc.)
- Number and type of injuries or fatalities
- Source of pollution and any available information (i.e. pipeline, ship, container, rail car, etc. and placards or labels on containers/tanks, etc.)
- □ Name of Potential Polluter and point of contact if available (Name, phone, address)
- □ Name of vessel/facility, railcar/truck number or other identifying information
- □ Type and size of vessel/facility
- Description of product released (i.e. size, colour, smell, etc.)
- □ Estimated quantity of product released
- □ Total potential quantity that could be released (i.e. total quantity in tank or onboard)
- Environment impacted or potentially impacted from product (i.e. air, water, ground/soil)
- Impacted waterbodies/shoreline areas
- Effects on people, wildlife, aquatic species and the environment
- □ Proximity to homes, businesses, schools, hospitals, or other aggregations of people
- □ Weather: wind, temperature, sea conditions, current, etc.

# Appendix 5: Coordination Conference Call Agenda

## **Conference Call Details**

Call In Number/Link:	Date:	
Meeting ID:	Time	
Password:		

## Attendees

\*Circle/highlight those invited. Check off participants in attendance. Adjust list based on incident impacts and location.

	Entity	Contact
iment		
overr	□тс	
al Go	DFO	
eder	Public Safety Canada	
Ľ.	Health Canada	
	CBSA	
	🛛 shíshálh	
	🗖 Tla'amin	
	Klahoose	
	Homalco	
	Snaw-aw-as	
ions		
t Nat	Snuneymuxw	
First	Lyackson	
	□ Stz'uminus	
	Penelakut	
	🗆 Halalt	
	Cowichan Tribes	
	Lake Cowichan	

	Pauquachin	
	🗖 Malahat	
	☐ K'omoks	
Gov.		
vincial o		
Prov	BC Parks	
ties	П НЕМВС	
uthori		
alth Au	□ Vancouver Island HA	
He	U Vancouver Coastal HA	
	Comox Valley RD	
	Cowichan Valley RD	
	🗆 Nanaimo RD	
	🗖 qathet RD	
ent	Strathcona RD	
ernm	Sunshine Coast RD	
BOVE	District of Sechelt	
ocal (	City of Nanaimo	
L C	City of Powell River	
	<b>City of Parksville</b>	
	Town of Qualicum Beach	
	Islands Trust	
ers	<b>Port Authority</b> (NPA)	
hold		
take	Harbour Authority of BC	
Q S S		
RC		
her		
Oth		

olluter	
Pc	

# Agenda

#	Agenda Item   Presenter	Detailed Outcome	Actions/Notes
1	<ul> <li>Convene Meeting   Facilitator</li> <li>Introduce UC</li> <li>Roll Call</li> </ul>	Ensure all key representatives are on the call	
2	<ul> <li>Update on Incident Status and Hazard Outlook; review and consolidate, if needed (ICS 201)   UC</li> <li>Where and how large is the impacted area?</li> <li>Which jurisdictions are/may be impacted</li> <li>Discuss types of impacts, including potential impacts (e.g., responder safety, public health, environmental, cultural, infrastructure, etc.)</li> <li>What is the status of the initial response and current operations underway, including initiation of other Emergency Response Plans</li> </ul>	Establish situational awareness and response actions Confirm notifications	
	Who has been notified?		
3	<ul> <li>Status of Plan Coordinated Response   UC</li> <li>Confirm membership of Unified Command</li> <li>Clarify UC roles and responsibilities</li> <li>Identify Command and General Staff positions, including Environmental Unit Leader</li> <li>Consider appropriate local representation in the staffing of key ICS roles in response organization</li> <li>Confirm establishment and location of ICP</li> </ul>	Confirm UC and key ICS roles	
4	Notifications and Ongoing Updates   ALL		
	<ul> <li>Based on nature of incident, have all necessary parties been notified?</li> <li>Who, outside of Unified Command, should be kept informed of oppoing</li> </ul>		

status of event; how is this best achieved (email updates, conference calls) until Liaison Officer is established

- Establish linkages to EOCs through Liaison Officer
- 5 Confirm Initial Response Objectives (ICS 201-2) | ALL
  - Based on nature of incident, are there any additional response objectives that should be established during the initial response phase?

### 6 Communications | ALL/IOFR

- Determine which of the agencies will be able to send communications personnel to staff the JIC
- Complete and approve Joint Media Statement
- Confirm repurpose key messages from Joint Media Statement for other channels (e.g., Twitter)
- Confirm use of Incident Response Website
- Confirm use of logos of all participating agencies
- Confirm activation of Twitter account

### 7 Next Steps | Facilitator

- Summarize and document key actions and decisions from this meeting
- Confirm schedule and process for sharing situational awareness

### 8 Questions | ALL

 Roundtable to address any outstanding questions

### 9 Identify Next Meeting | UC

• Set times for further updates

# Appendix 6: Lead Agency Designation

 Table 8. Lead Agency and Unified Command Structure Based on Pollutant Source

POLLUTANT SOURCE	UNIFIED COMMAND	COMMENT
Vessel in Canadian waters	Federal IC- CCG (lead) Provincial IC - BC MoECCS First Nation IC Municipal IC Polluter IC	This includes any vessel in Canadian waters, regardless of the vessel's origin.
Unknown source in Canadian waters (mystery spill)	<b>Federal IC– CCG (lead)</b> Provincial IC – BC MoECCS First Nation IC Municipal IC	Mystery spill refers to pollution for which no source has been identified.
Oil Handling Facility (Ship to Shore Transfer)	Federal IC– CCG (lead) Provincial IC – BC MoECCS First Nation IC Municipal IC Polluter IC	When a transfer of oil is underway and enters or threatens to enter the marine environment, the CCG is Federal Lead Agency.
Land Based (Non- CER regulated OHF, Prov. Regulated Pipeline)	Provincial IC – BC MoECCS (lead) Federal IC – ECCC First Nation IC Municipal IC Polluter IC	A spill from a non-CER OHF, if no vessel is involved. All hazardous material discharges on site or under transportation including leaks from provincially regulated pipelines.
Interprovincical Pipeline, OHF, CER Regulated (No Transfer Underway)	Federal IC- CER (lead) Provincial IC - BC MoECCS First Nation IC Municipal IC Polluter IC	If no vessel involved, CER will be Federal Lead;
Land Based (Federally owned Facility), or Source is a DND vessel	Federal IC- ECCC (lead) Provincial IC - BC MOECCS First Nation IC Municipal IC Polluter IC	Source is a DND vessel. An agency is not capable or willing to act as a Lead Agency, or There is an agreement in place (i.e., the Canada-US Joint Inland Pollution Contingency Plan).

\* ECCC would be the Federal Incident Commander only for land based spills pursuant to applicable ECCC legislation. For more details, please consult Appendix A: Agency Specific Summary of Participant Roles, Jurisdiction and Capabilities - Environment and Climate Change Canada.

# Appendix 7: Environmental Unit

## **Environmental Unit Overview**

The Environmental Unit is established during a marine pollution incident to provide technical, scientific and local knowledge and expertise. This information supports incident planning to mitigate damage from threats to people, property and the environment and ensure the best tactical decisions are made.

Under ICS principles, the size and composition of the EU are scalable to the severity of the incident. The EU sits within the Planning Section and works with other units or sections to implement EU outputs such as Resources at Risk Prioritization, Sampling Plans, Wildlife Plans, or the Waste Management Plans to achieve the objectives of the Incident Action Plan.

## **Environmental Unit Responsibilities**

The primary responsibility of the EU is to gather and coordinate environmental, archeological, cultural and socio-economic information from multiple sources to assess potential impacts and ways to minimize them. This information is used to identify and evaluate response options to achieve the Incident Action Plan's objectives. This information can include coastal resource maps and data, weather predictions, trajectory modelling, local and traditional knowledge and field observations.

The EU must also recognize and strive to protect social, cultural, ecological, and economic resources. Different sources offer Environmental Unit Job Aids (repository of supporting information and processes), including the North West Area Contingency Plan.

## Establishing the Environmental Unit

During the initial coordination call for a given incident, an Environmental Unit Leader (ENVL) and other participants of the Environmental Unit will be identified by the UC. The ENVL will then arrange an initial environmental unit call to identify individual's roles and discuss their responsibilities.

Skill sets within the environmental unit include familiarity with scientific and research methods, statistics, biological sampling, shoreline clean up and assessment techniques, traditional knowledge, chemistry and toxicology, waste and wildlife management, regulatory and permitting contexts, meteorology, and mass transfer of contaminants.

Traditional Knowledge and local information that is considered private are not expected to be shared in the plan. However, they should be pre-identified and ready to be communicated by respective participants to protect these areas during a given incident.

Common outputs (not in the order of importance) of the EU include:

- Support development of the Incident Action Plan with the Operations Section.
- Complete the Resources at Risk (ICS 232) form which summarizes environmental, cultural, ecological, archaeological and socio-economic sensitive areas and resources.
- Develop Shoreline Cleanup Assessment Technique plans
- Develop Environmental Sampling Plans (water, sediment, soil, toxicology)
- Develop Waste Management Plan
- Prepare permits, authorizations, incident specific environmental advisories, orders or closures.
- Obtain, analyze and present weather forecasts, tides and sea conditions and trajectory modelling.

Communicate natural resource concerns and potential impacts to the Joint Information Centre and Incident Commander/Unified Command via the Planning Section Chief.

## Environmental Unit Staffing

Due to the breadth of skills required, the EU's composition is necessarily inclusive of government agencies, First Nations, the polluter, and subject matter experts with direct local knowledge or mandates in resource management, human health, environmental and archeological protection.

The Environmental Unit Leader is selected by IC/UC and works to serve the overall incident rather than the interests of a particular organization or party.

One of the roles of the ENVL is to facilitate discussions in the EU between all participants, stimulate collaboration and strive for reaching a consensus so that recommendations and technical advice can be given to Unified Command for their consideration and approval in a timely manner.

## **Environmental Unit Recommendations**

Recommendations made within the EU should be collaborative and supported by the best available science and Indigenous Knowledge. As per ICS principles, the EU's recommendations inform operations and tactics and are brought forward through the Planning Section as part of the Incident Action Plan for approval by IC/UC. The IC/UC may request the EU's recommendations on the feasibility of various response methods, including, but not limited to, Net Environmental Benefit Analysis, establishing protection priorities and evaluating trade-offs in response options. All technical advice and recommendations from the EU are provided to the Incident Commander/Unified Command for their consideration and approval. Recommendations formed within the EU should be collaborative, scientific and consensus-based, with the ENVL acting as a coordinator or facilitator of the decision-making process. If consensus is not possible, the ENVL will record and include the dissenting opinion with the EU recommendations to the Incident Commander/Unified Command for the final decision.

- 1. Given the emergency nature of pollution response, it should be recognized that decision-making will need to proceed at a very quick pace. As such, best efforts from all response participants are needed to support timely outputs from the EU.
- 2. Recommendations may involve environmental, cultural/ archaeological and/or socioeconomic prioritizations given the limited time and resources encountered during the response.

The EU is a collaborative technical forum based on sound science, traditional ecological knowledge, best available information and reasonableness. As such, opinions and information should be free-flowing. The group should seek consensus on EU recommendations. Dissenting opinions on an EU recommendation and/or output (e.g. sampling plan) should be discussed and recognized. The ENVL should record and forward the dissenting opinion with the EU recommendations to the Incident Commander/Unified Command for the final decision.

# Appendix 8: Health and Safety

### Purpose and Scope

This appendix provides direction for the implementation of health and safety protocols in the event of a marine pollution incident in the Plan Area.

### **Best Practices**

The following elements must be addressed in health and safety planning and implementation.

- **Safety Management System** established whereby safety and health are systematically delivered and communicated throughout the Incident Management's organization from command to field.
- **Dedicated Safety Officer** builds safety plans and ensures the health and safety of all responders.
- Hazard and Risk Assessment undertaken that is particular to the incident and the working environment that includes, but not limited to sea conditions, transportation, chemical exposures, and operations.
- Safety Communication and Monitoring are undertaken to deliver, record, assess, and alter responder safety throughout an incident.
- **Training and Certification** are required whereby responders have been trained and certified or trained before deployment for the duties and working environments they are tasked with.
- **Personal Protective Equipment** is provided to responders suitable for their operations, hazards, and working conditions, and that responders are oriented and trained in its use.
- Hygiene and Decontamination are addressed whereby personal hygiene facilities and supplies are readily available and standard of use are communicated. Excessive oil/chemical contamination is controlled, and decontamination measures are provided and trained to.

### Safety is the responsibility of all personnel to apply and to monitor.

Cease activities and report immediately to a supervisor if any one of the above conditions is not present. Report all accidents and injuries; and when in doubt...stop and enquire, all workers have the right to refuse unsafe work.

# Health and Safety of Responders

Emergency response personnel must have appropriate training to satisfy the health and safety requirements associated with task-oriented functions and activities when deployed in an environmental emergency response.

All functions and activities associated with environmental response should have site safety plans and be filed with assigned safety officers under the umbrella of the Incident Command System and designated officials.

The following are agreed on protocols about the health and safety of incident management and response personnel:

- Prior to establishing an on-site Incident Command Post, safety remains the responsibility of all responders and their supervisors in consultation with the Canadian Coast Guard. Responders should only participate in tasks in which they have received proper training and certification.
- 2. In consultation with the Safety Officer, Unified Command will determine what health and safety standards, protocols, and resources will be used for the incident.
- 3. Personnel who undertake activities that require safety and operational training may be required to show proof-of-certification/instruction (e.g., vessel operations, use of water/oil transfer systems, chain-saws, All Terrain Vehicles, etc.). Table 4-1 of the <u>Small Commercial Vessel Safety Guide</u> lists the minimum requirements for competency for the vessel operator and the marine emergency duties training requirements for personnel on board.
- 4. Basic oil spill safety training is the minimum qualification for being within an oilcontaminated area for field assessments, monitoring, and response.

All field personnel will be provided with a safety orientation that includes, but is not limited to, the following topics:

- Safety objectives and responsibilities specific to the incident as approved by the IC/UC
- Type of pollutant spilled and its fate and behaviour in the marine environment
- How to report injuries and safety issues in the field
- Safety Data Sheet for the pollutant
- Overview of the operating environments including weather conditions
- Presence of fire/explosion/toxicity risk
- Various evacuation and muster procedures (e.g., tsunami evacuation routes, sitespecific rules for working at an industrial facility)
- Knowledge of the buddy-system, man-overboard, and all-stop procedures
- When and how to expect emergency notifications (e.g., lightning, storm events, fog)
- How to reduce personal contamination
- Minimum level of Personnel Protective Equipment and how to use it effectively (e.g., doffing, wearing, removal, and discharging)
- Air quality monitoring and the presence of harmful gases and irritants to breathing, eyes and/or skin
- Maintaining awareness of slips, trips and falls
- Manual handling of equipment (safety considerations such as creating a spark)
- Safe access and egress to transportation (e.g., vehicles, All Terrain Vehicles, boats, aircraft)
- Safety around heavy equipment operations (e.g., graders, dump-trucks)
- On-board transport safety (e.g., vehicles, boats, aircraft)

All field personnel will abide by the standard check-in and check-out procedures for entering a controlled site or facility or undertaking field observations (e.g., aerial reconnaissance, shoreline cleanup assessment teams, air quality monitoring, etc.).

Each Branch Director will contribute to the incident's Health and Safety Plan. The Environmental Unit leader will contribute to the Health and Safety Plan regarding all "field observer" functions.

Tail-gate safety meetings will be undertaken at entry control-sites by division/ group supervisors, team/unit leaders, or Branch Directors under the guidance of a Safety Officer.

All new threats, accident occurrences, and near-miss accidents will be reported to immediate supervisors, recorded and communicated with the Safety Officer to investigate or communicate mitigation measures.

# Worker Compensation

All workers employed during a response will be covered under Federal or Provincial Compensation legislation. Federal environmental response personnel involved in the marine pollution response shall do so in accordance with the Canada Labour Code, specifically those specified in the Canada Occupational Health and Safety Regulations, the Marine Occupational Safety and Health Regulations, the Fleet Safety and Security Management System and the Shore-Based Safety Management System. Workers' compensation is provided through the *Workers Compensation Act* (and associated Regulations) of British Columbia. Convergent volunteers are the responsibility of the polluter or its agent(s) and are afforded health and safety in accordance with the requirements in the British Columbia *Workers Compensation Act* and the British Columbia *Employment Standards Act*.

# Health and Safety of Public

During a response, a major focus of the responding local and First Nations governments will be on protecting the public's health and safety, as well as those managing the response and Incident Command Post. Public health risks may include (but are not limited to):

- Exposure to oil on beaches or oiled debris;
- Exposure to toxic gases in proximity to oil slicks;
- Consuming tainted seafood;
- Attempting to clean or contain oil without proper training and protective equipment.

All responders at Federal, provincial, local and First Nations governmental levels will work with the incident Safety Officer and support personnel to communicate risks and undertake activities to protect public health and safety as a component of overall incident safety. These actions may include (but are not limited to):

- Issuing emergency messaging, notifications, or advisories;
- Evacuating people from specific locations;
- Issuing shelter-in-place notices;
- Closing beaches, parks, or other public areas;
- Issuing advisories or prohibitions regarding consumption of tainted foods.

# Appendix 9: Transition to Recovery Phase

# Purpose and Scope

This appendix will provide initial information on the transition from the response phase to recovery, which includes demobilization of response equipment and personnel, long-term monitoring and assessment, cost recovery, post-incident review, and restoration.

# Transition from the Response Phase to the Recovery Phase

The two major phases associated with the clean-up of marine pollution are the Response Phase and the Recovery Phase. With respect to environmental monitoring, both phases begin immediately after the discharge of pollutants into the water; however, the Response Phase is typically completed upon isolating the source of pollution, completion of on-water recovery and shoreline clean-up operations and standing down of the ICP while the Recovery Phase may continue, sometimes for years, after the response activities have ended.

The Response Phase typically involves activities associated with mitigating the pollutants' impacts, such as containment and clean-up of the spilled material. Data collected early in the Response Phase includes information on the location, size of areas, and environmental components impacted by the product spilled. This data is expected to guide any further response action and is used to determine when no further response is required.

Endpoints agreed upon by UC are used to determine when the response phase is complete. The incident objectives together with the ICS-232 Resources at Risk identified by the Environmental Unit, are used to determine endpoint criteria.

Endpoints are specific criteria or a set of standards used to determine when treatment or cleanup efforts have been completed for a particular impacted area. Endpoints may require specific affected areas to be returned to the pre-spill state or to conditions allowing impacted areas to be used for their intended purpose (i.e. residential, recreation, subsistence or commercial fishing) after a spill. Endpoint criteria may be defined using various methods, including but not limited to:

- Field measurements (i.e. extent of oiled areas or percentage of surface oil distribution using SCAT);
- Qualitative field observations (i.e. presence/absence of oil);
- Analytical sampling methods (i.e. quantitative results chemical, toxicological analyses);
- Or other methods as proposed by EU.

When endpoint criteria cannot be achieved, and every other aspect of the Response Phase has been met the incident may transition into the recovery phase. In the Recovery Phase, long-term monitoring and remediation actions are implemented, subject to the characteristics of the product(s) released.

Note that many Recovery Phase monitoring component should be initiated alongside Response Phase monitoring, particularly to document baseline data.

# Incident Impact Assessment

As necessary, the following impact assessments may be undertaken as a result of a spill subject to characteristics of the product(s) released, conditions of the spill and receiving environment.

# **Environmental Monitoring and Impact Assessment**

Environmental Monitoring and Impact Assessment should be developed, starting with reviewing an Environmental Monitoring and Impact Assessment technical report. This document is meant to provide "evergreen" technical guidance on the development and implementation of short-term and long-term impact assessment of pollution and inform decisions throughout the clean-up and recovery processes monitoring program following a marine oil pollution incident. As such, it will be updated periodically throughout consultations with various experts.

It is proposed that the Environmental Unit members use this technical guidance document to develop a scientifically robust and defensible post-incident environmental monitoring program.

# Archaeological Monitoring and Impact Assessment

In addition to an assessment of the environmental impacts, an Archaeological Impact Assessment should be carried out to assess any potential or actual interactions between the spill and identified archaeological and heritage sites along the coast.

It is recommended that affected First Nations work with the Environmental Unit to ensure the integrity of the cultural heritage sites in the vicinity are protected and, if required, included in the post-incident monitoring program.

## Health Impact Assessment

Relevant federal, First Nations, provincial and local health authorities may work together to assess any health impacts from a marine pollution incident to identify, understand, and mitigate impacts on fisheries and harvests.

For further guidance consult:

Health Canada (2018) Guidance for the Environmental Public Health Management of Crude Oil Incidents – A guide intended for Public Health and Emergency Management Practitioners. http://publications.gc.ca/site/eng/9.849592/publication.html

For concerns relating to the potential human health risk from oil on recreational beaches, the following guidance document may be consulted:

Health Canada (2017) Supplemental Guidance on Human Health Risk Assessment of Contaminated Sediments: Direct Contact Pathway. http://publications.gc.ca/collections/collection\_2018/sc-hc/H144-41-2017-eng.pdf

# Liability & Compensation for Ship-source Oil Pollution: Compensation for Shipsource Spills in Canada

Canada has a comprehensive ship-source pollution liability and compensation system under the Marine Liability Act. The system is based on the principles of polluter-pays and shared responsibility between the shipowner and the oil industry.

In 2018, Canada took a significant step to improve our system for compensating victims of shipsource oil pollution. This included changes to the Marine Liability Act to make sure compensation is available for victims and responders of ship-source oil pollution caused by any type of oil from any type of ship. Eligible claims, including environmental remediation, that are deemed reasonable, are now 100% compensable no matter the size of the spill.

Liability and compensation for ship-source oil pollution in Canada is based on international conventions developed by the International Maritime Organization, which endeavors to make the polluter pay.

Canada is party to five international conventions adopted by the International Maritime Organization that govern liability and compensation oil pollution. These international conventions establish strict liability for the shipowner and limits to the shipowner's liability and create international compensation funds financed by the oil industry.

The shipowner is, first and foremost, strictly liable. This means polluters are financially responsible, even where they did not commit any fault or negligence. The system is not based on penalties or criminal charges. If a shipowner's insurance doesn't cover the full costs of eligible claims, there are also international and domestic funds available.

If a shipowner's oil tanker spilled its cargo in Canadian waters, they would be liable for up to approximately \$162 million depending on the size of their ship. If the costs of the spill were more than the shipowner's limit of liability, additional compensation could be paid by international funds financed by industry and distributed by the International Oil Pollution Compensation Funds (IOPC Funds). Approximately \$1.37 billion is available from shipowners and the IOPC Funds<sup>2</sup>.

# Liability & Compensation for Ship-source Oil Pollution: The Ship-source Oil Pollution Fund

Canada's domestic oil spill compensation fund is the Ship-source Oil Pollution Fund, which is funded by industry. The SOPF provides compensation for eligible claims for oil pollution damage caused by any type of oil spill from any type of vessel, even when the cause of the spill is not known. Any person in Canada who has suffered a loss, or incurred costs related to oil pollution damage in Canadian waters can file a claim directly with the SOPF.

Once a claim is assessed and paid, the Administrator of the SOPF is required to take all reasonable steps to recover compensation from the polluter. These recovered amounts go back into the SOPF's accounts and help make sure that industry-funded compensation is available in the event of future spills. There are no costs or fees to submit a claim directly to the SOPF.

## How should claims be submitted?

To be entitled to compensation, you must provide:

- A description of the incident
- A description of the loss or damage that you've suffered or the cost that you've incurred because of the incident

You should present your claims with supporting documentation like:

- invoices
- photographs
- explanatory notes
- account ledgers

It is important that the documentation is complete and accurate in order for the claim to be processed. For more information on how to submit a claim, please visit the SOPF's website: <a href="http://sopf.gc.ca/">http://sopf.gc.ca/</a>

<sup>&</sup>lt;sup>2</sup> These values presented in Canadian dollars, have been approximated based on a conversion from Special Drawing Rights as of August 29, 2019. The actual amount of compensation available fluctuates depending on conversion rates calculated from the date of an incident.

You should submit your claim as soon as you know your total costs after an incident. The SOPF will accept eligible claims up to two years from the date of the pollution damage, but no more than five years after the occurrence that caused the damage.

### **The Small Claims Process**

The SOPF has a new, faster process where claims for \$35,000 or less submitted within one year of the occurrence that causes the oil pollution damage can be paid within 60 days. Documentation is not needed when submitting the claim, but once compensation has been paid, you may need to provide supporting documentation for your claim up to three years after the date of the oil pollution damage.

# Liability & Compensation for Ship-Source Oil Pollution: What is Eligible for Compensation?

The following types of loss or damage are accepted:

#### **Pollution Prevention Measures**

Compensation is available for expenses for preventive measures even if no oil pollution occurs. Any reasonable steps taken after an incident to prevent or minimize pollution damage are also eligible.

Example: A ship grounds, its hull cracks and trained responders from a local First Nation deploy a boom to prevent pollution.

#### **Clean-up Costs**

Compensation can help recoup the cost of reasonable clean-up measures.

Example: If wildlife is oiled in a spill, reasonable costs associated with the cleaning and rehabilitation of the animals, such as birds, mammals and reptiles, are accepted.

#### **Property Damage**

Compensation is available for reasonable costs of cleaning, repairing or replacing property that has been contaminated by oil.

Example: If ship-source oil pollution has contaminated fishing gear, compensation is available for cleaning or repairing the equipment.

#### **Fisheries Losses**

You can submit a claim for the loss of profit related to commercial and recreational fisheries, aquaculture and fish processing sectors.

Example: If a fishery closes, a licensed commercial fishery can claim their loss of revenue.

# **Tourism Losses**

The local tourism industry can submit a claim for their loss of profit, if the loss was caused by ship-source oil pollution.

Example: Ship-source oil pollution contaminates the beach nearest to a hotel and for that reason its normal vacancy rate is affected. Hotel owners can make a claim for that loss.

# **Environmental Remediation**

Compensation is available to cover the costs of reasonable environmental reinstatement work, which could include post-spill studies like an assessment of environmental impacts, aimed at speeding up the natural recovery process.

Example: The cost of a study to establish the extent of environmental damage to decide whether remediation measures are necessary and feasible.

# Liability & Compensation for Ship-Source Oil Pollution: Food, Social and Ceremonial Loss

The ability to harvest fish and other aquatic species for food, social or ceremonial purposes is important to the culture of many Indigenous people in Canada. If an Indigenous group or person cannot access the resources they need for food, social and ceremonial purposes because of ship-source oil pollution, they may submit a claim for compensation.

The goal of the Marine Liability Act is to restore the lives of claimants to pre-spill standard and does not prevent or limit claims related to Aboriginal fishing losses.

For example, if a fishery is closed because of a ship-source oil spill, Indigenous groups with Communal Fishing Licenses can claim for costs of getting fish for food, social or ceremonial purposes. This would include:

- Buying fish from an outside supplier, or
- Additional costs of arranging access and fishing at another location

In some cases, the Ship-source Oil Pollution Fund can provide compensation ahead of losses that have not occurred, but will most certainly occur. For example, if someone usually fishes for themselves or their family, but cannot safely fish because of a ship-source spill, they may submit a claim to the SOPF for future losses. This lets the victims of ship-source oil pollution buy the fish and resources they need to replace what they can't catch themselves.

Claims for compensation need to be made within the timeframes set out in the Marine Liability Act and documentation needs to be provided to show what expenses have been reasonably incurred because of a pollution incident.

For the most up to date and accurate information on liability and compensation in the event of a ship-source oil spill, please visit the SOPF's website at <a href="http://sopf.gc.ca/">http://sopf.gc.ca/</a> to read their claims manual or visit Transport Canada's website at <a href="https://tc.canada.ca/en/marine-transportation/marine-safety/marine-liability-compensation-oil-spills">http://sopf.gc.ca/</a> to read their claims manual or visit Transport Canada's website at <a href="https://tc.canada.ca/en/marine-transportation/marine-safety/marine-liability-compensation-oil-spills">https://tc.canada.ca/en/marine-transportation/marine-safety/marine-liability-compensation-oil-spills</a>.

# Appendix 10: Related Documents and Links

# **Oil Properties:**

 Environment Canada Oil Properties Database: physical and chemical properties of a range of different oil types
https://data.cta.ac.gc.ca/databases/OilProperties/oil\_prop\_ca.html

https://etc-cte.ec.gc.ca/databases/OilProperties/oil prop e.html

 OSHA Occupational Chemical Database: searchable database that includes petrochemicals and focuses on human exposure risks and protective measures <u>https://www.osha.gov/chemicaldata/</u>

## Sampling and Monitoring:

- <u>Seafood safety after an oil spill</u> (NOAA)
- Oil spill response and killer whales (NOAA)
- Oil spill monitoring handbook (AMSA, 2003)
- Sampling and Monitoring of Marine Oil Spills (ITOPF, 2014)
- <u>Good Practices for the Collection of Biodiversity Baseline Data</u> (IPIECA, 2015)
- European Union Certification Requirements for Fish

### Shoreline Protection and Cleanup:

- A field Guide to Oil Spill Response on Marine Shoreline. ECCC. (<u>http://publications.gc.ca/site/eng/9.820227/publication.html</u>)
- Shoreline Cleanup Assessment Technique (SCAT) Manual. ECCC. (<u>http://publications.gc.ca/site/eng/9.855598/publication.html</u>)
- Guidelines for selecting shoreline treatment endpoints for oil spill response. ECCC. (<u>http://publications.gc.ca/site/eng/9.690599/publication.html</u>)
- <u>Shoreline Countermeasures Manuals</u> (NOAA)
- <u>A Guide to Shoreline Cleanup Techniques</u> (IPIECA, 2015)
- <u>Clean up of oil from shorelines</u> (ITOPF, 2014)
- <u>Sensitivity mapping for oil spill response</u> (IMO, IPIECA, OGP, 2012)

## **Other Resources:**

- <u>Oil spill exercises.</u> (IPIECA, 2014)
- British Columbia Environmental Management Act (2017)

#### Spill Reporting Regulation

Spill Preparedness, Response and Recovery Regulation

## **Spill Contingency Planning Regulation**

 Claims Manual (2019). International Oil Pollution Compensation Funds. 45 pp. Retrieved from

https://www.iopcfunds.org/uploads/tx\_iopcpublications/2019\_Claims\_Manual\_e.pdf on

 The Strait of Georgia Data Centre: A secure Data Centre for Information on Marine Ecosystems of the Strait of Georgia . World Wide Web electronic publication. https://www.zoology.ubc.ca/~pearsalli/sgdc\_site/

## **Industry Guidelines**

The following are industry-based guidelines on how to plan, prepare and respond to major oil spills. They generally have a common approach to each topic and based on many years of experience and expertise.

**CEDRE -** *Centre of Documentation, Research and Experimentation on Accidental Water Pollution*. CEDRE is a not-for-profit association founded in 1979. It has operational guidelines for decision-makers and operators in the event of a spill of pollutant into an aquatic environment (<u>http://wwz.cedre.fr/en/Resources/Publications/Operational-Guides)</u>

IPIECA - International Petroleum Industry Environmental Conservation Association. IPIECA shares and promotes good practice and knowledge to help the oil and gas industry improve its environmental and social performance. They have an extensive library (<u>http://www.ipieca.org/resources/</u>) of which many pertains to guides for oil spill planning, preparedness and response. Selected examples:

**ITOPF** -*International Tanker Oil Pollution Federation*. A not-for-profit organization established in 1968. Technical services functions for tanker owners and P&I insurers. ITOPF has good Technical Information Papers (<u>https://www.itopf.org/knowledge-resources/documents-guides/technical-information-papers/</u>) that cover multiple topics related to oil spills.

ITOPF's film series "Response to Marine Oil Spills" and video library offer informative films available to view online: (<u>https://www.itopf.org/knowledge-resources/library/video-library/</u>).

**OSRL** – *Oil Spill Response Limited*. OSRL is a large international industry-funded cooperative to respond to oil spills world-wide. Wholly owned by oil and gas companies. The have a series of field guidelines (<u>https://www.oilspillresponse.com/technical-library/?tag=Field%20Guides</u>) that includes for cold water. Selected guides:

POSOW – Preparedness for Oil-polluted Shoreline cleanup and Oiled Wildlife interventions has a good selection of informational posters. (<u>http://www.posow.org/documentation/posters-1</u>)