

CANUSWEST Meeting  
February 21, 2008  
Bellingham, Washington

Call meeting to order at 0930. Brief introductions of attendees.

Overview of the Joint Contingency Plan and CAUSWEST Annexes.

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Issues raised:

- potential border crossing problems in the post-9/11 era, which is different than when the plan was created in 1995.
- The RJRT (Regional Joint Response Team) has not been exercised.
- NIIMS and ICS are not mandated in Canada; however, BC does mandate a program that is similar to NIIMS.

Round Table Agency Updates with Regard to Cross Border Planning and Preparedness including Transport Canada Cross Border Guide

- US Fish and Wildlife: Interested in how to coordinate a response and not duplicate efforts with moving animals and people across the border.
- USEPA – Alaska: Draft plan for CANUSWEST North Annex in place since 2003 but has not been finalized.
- USEPA – Region 8: All responders are in process of obtaining government passports. The region has conducted some training in North Dakota.
- ATSDR: Not sure what their role would be in a response, but they are often called in to support US EPA to provide public health expertise during incidents.
- Environment Canada – A new Inland Plan has been prepared but is not ready for publication.
- Indian Affairs Canada: The Yukon has not been addressed. Treaty nations have been established and they are solely responsible to respond to an emergency.
- City of Langley: They have one border crossing. Concerned over what responders would need to do to get assistance during a response.
- WA State Patrol: Incident command is strong in Whatcom County and they have conducted table top exercises regarding cross border responses.
- Provincial Emergency Program: This is a consequence management agency. The Pacific Northwest Emergency Management Arrangement consists of Washington, Oregon, British Columbia, Alaska, and the Yukon. They have mutual aid agreements in place.
- Ministry of Transportation: A response plan is under development. Of special concern are the following:
  - The 5 mile/8 kilometer corridor and the need to establish an inventory of businesses and pipelines, as well as where response equipment is cached.
  - Metro Vancouver hazmat response team don't have capabilities beyond 1<sup>st</sup> responders
  - 2010 Event – highly secured planning.

- BC CDC: They have not been involved in the past. Of concern is health impacts which are usually lacking during a response.
- WA State Fire Marshall: They have no jurisdiction because they are not a response agency. A 2009 bill would establish a statewide hazmat response team.
- WA State Emergency Management: 2010 Event coordinating agency.
- Canada Border Services Agency: Facilitates the flow of personnel and equipment during a response. Plan to introduce a US-CBSA protocols and communications matrix for international incidents in March 2008.
- Whatcom County: Have conducted cross-border table top exercises regarding rail cars. Have involved Hamm radio operations on both the US and Canada side in the exercises. Their hazmat team includes the Bellingham Bomb Squad and they train regularly at Mission Ridge. They have attempted to establish a Cross-Border Response Team Plan but have had problems getting representation and coordination with the Canada side. Hoping to conduct a drill in 2008 to exercise the plan.
- US DOI: Their role would be the coordination of departmental resources to incidents (i.e., Bureau of Indian Affairs, USGS, Fish and Wildlife, etc.).

#### 2007 changes to *Canada-United States Joint Inland Pollution Contingency Plan*

The plan is nearly completed but not available for distribution, therefore the presentation is not posted currently. Presentation laid out the new plan and talked about differences between the 1994 version, and the new draft version.

#### Updating CANUSWEST

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- Need to update the CANUSWEST annex
- Details regarding telecommunications needs to be updated.
- Update the glossary
- Need to reference other plans so that people are referencing the correct plan during a response.
- Need to update the radio frequencies.
- Major changes on the Canada side include an increased corridor to 25 km (15.5 miles)