

# Wider Caribbean Region Multilateral Technical Operating Procedures for Offshore Oil Pollution Response MTOPTOP



This is a public version of the MTOPT Document. In this version, the agencies and offices responsible for oil spill planning and response activities are preserved. However, it does not include specific contact information (phone numbers and e-mails) of government elements. Government representatives who desire a full version of the MTOPT may request a copy by contacting RAC-REMPEITC.

# **Wider Caribbean Region Multilateral Technical Operating Procedures (MTOP) for Offshore Oil Pollution Response**

## **1. Introduction**

As encouraged by the *International Convention on Oil Pollution Preparedness, Response, and Co-operation* (OPRC 1990) and the Protocol Concerning Co-operation in Combating Oil Spills in the Wider Caribbean Region, (Oil Spills Protocol 1983) under the *Convention for the Development and Protection of the Marine Environment of the Wider Caribbean Region*, (Cartagena Convention 1983), and the Caribbean Island OPRC Plan 2008, the below procedures have been developed. These regional procedures are intended to further the implementation of those instruments to respond efficiently in the event of an oil spill.

### **1.1. Objective**

These non-binding procedures are intended to complement the above referenced documents, but in addition include amplifying information regarding offshore response issues and more detailed operational aspects for joint responses where participating countries' interests could be impacted by an oil spill.

### **1.2. Geographic Scope**

Geographic area is as set forth in Article 2 of the Cartagena Convention 1983. [Appendix I provides a map of countries that are parties to the Cartagena Convention 1983 and the Oil Spills Protocol 1983.]

### **1.3. Definitions and Acronyms**

Unless otherwise specified, definitions of terms used in these procedures are as set forth in the documents referenced in section 1.

For the purposes of these procedures, "affected country" indicates a participating country whose waters, shorelines and/or natural resources are threatened or actually impacted by oil discharged from a source (vessel or facility) whether located on the high seas or in the EEZ, continental shelf or the territorial sea of any country.

## **2. Organizational Concepts**

This document provides non-legally binding guidance on response procedures and each participating country's key organizational contacts. The procedures described below are not an international agreement and do not give rise to international legal rights or obligations, and they

do not affect the Participants' sovereignty, sovereign rights, or jurisdiction under international law, including with respect to any decision in relation to implementation of any functional procedures contained in Appendix V, but recognize there is great value in regional cooperation in prevention, planning and oil spill response activities during oil exploration and production.

The intent is to build a responder-to-responder network so that in the event of a large oil spill, participating countries can work effectively together to minimize environmental impacts of the spill. This network and accompanying relationships are vital to the success of a regional response to an incident. However, these procedures are not intended to supersede the standard notification and other procedures outlined in the referenced documents and other applicable international agreements or arrangements, with emphasis on international cooperation for an oil spill response.

### **3. Multilateral Coordination Team**

All participating countries recognize that there are direct tangible benefits in multilateral coordination for oil spill contingencies across the region. In order to verify these procedures and keep them updated, a Multilateral Coordination Team should be formed and should include representatives from participating countries. The Multilateral Coordination Team may designate *ad hoc* working groups as needed.

The Multilateral Coordination Team may meet approximately every six months to share lessons learned from real time incidents, discuss best management practices, review response coordination procedures and develop and maintain professional relationships. Between meetings the Multilateral Coordination Team should engage in systematic exchange of information, issues, and concerns related to oil spill contingencies through the Caribbean Oil Spill Cooperation Forum (listserv).

The Regional Activity Center - Regional Marine Pollution Emergency, Information and Training Center (RAC-REMPEITC Caribe) located in Willemstad, Curacao should assist in coordinating the meetings. The Multilateral Coordination Team, in coordination with RAC/REMPEITC Caribe, should determine the timing and location of these planning meetings by consensus.

The Caribbean Oil Spill Cooperation Forum listserv has been established to facilitate collaboration and planning between participating country subject matter experts. A copy of scheduled training courses and exercises should be posted to the listserv and RAC-REMPEITC Caribe website to improve country awareness of these important activities.

#### **3.1. Maintenance of Procedures**

Multilateral Coordination Team representatives from each participating country should maintain a copy of these procedures. The Multilateral Coordination Team should review and update the information in these procedures every two years or more frequently as needed, subject to concurrence from the participating countries.

The participating countries intend that RAC-REMPEITC Caribe handle the ongoing administration of this document. As changes, deletions or updates occur, RAC-REMPEITC Caribe is the central administrative body for keeping current this document and posting the up-to-date document on its website (<http://cep.unep.org/racrempeitc>) as well as distributing it to the participating countries. RAC-REMPEITC Caribe is not expected to perform maintenance of copies held by others.

### **3.2. Oil Spill Preparedness and Response Training and Exercises**

The participating countries acknowledge the benefit of multilateral training and exercise programs. The participating countries should notify members of the Multilateral Coordination Team of upcoming exercises that afford the opportunity for their countries to participate or observe these training and exercise programs and other related activities.

## **4. Promoting information sharing on offshore safety**

In order to promote multilateral collaboration to protect people and the environment, the offshore petroleum health and safety regulators of the participating countries should endeavor to share information to foster best sustainable safety performance. Points of contact for safety information are included in Appendix II of this document.

## **5. Notification**

Notification should be made through the points of contact listed in the Appendices for all actual or potential Tier 3 events. In addition, notifications should be made for Tier 1 or 2 events that due to their source, location or other factors have the potential to adversely impact any other country or attract national or international media or governmental attention and concern. Points of contact for 24 hour notification are included in Appendix III of this document. Unless otherwise arranged by the participating countries, oil spill notification should also be provided via diplomatic channels.

### **5.1. Coordinated Response**

The participating countries recognize that a large oil spill, regardless of the source, has the potential for serious environmental damage to the region. As such, participating countries acknowledge that a coordinated response is an efficient way to pool limited resources to minimize the environmental impact of a significant maritime oil spill. Participating countries should endeavor to engage other participating countries in Tier 2 or Tier 3 oil spill response to minimize the regional damage. Additionally, participating countries should endeavor to seek private sector assistance as appropriate for assistance with spill response activities.

The coordination of international response should, where practicable, be effected through coordination of response operations by the teams leading these operations in each of the affected countries. In this regard, the National Command Post of affected countries should, where practicable, receive liaisons from other potentially affected countries and countries involved in

response operations. Principal points of contact for operational oil spill response are included in Appendix IV.

Coordinated actions should be recorded in written documents and sent to the National Command Posts of affected countries.

The functional procedures for coordinating specific oil spill response operations are detailed in Appendix V.

Appendix VI identifies specific country to country procedures.

### **List of the Appendix**

Appendix I – Countries that are parties to the Cartagena Convention 1983 and its Oil Spills Protocol 1983

Appendix II – Offshore Safety

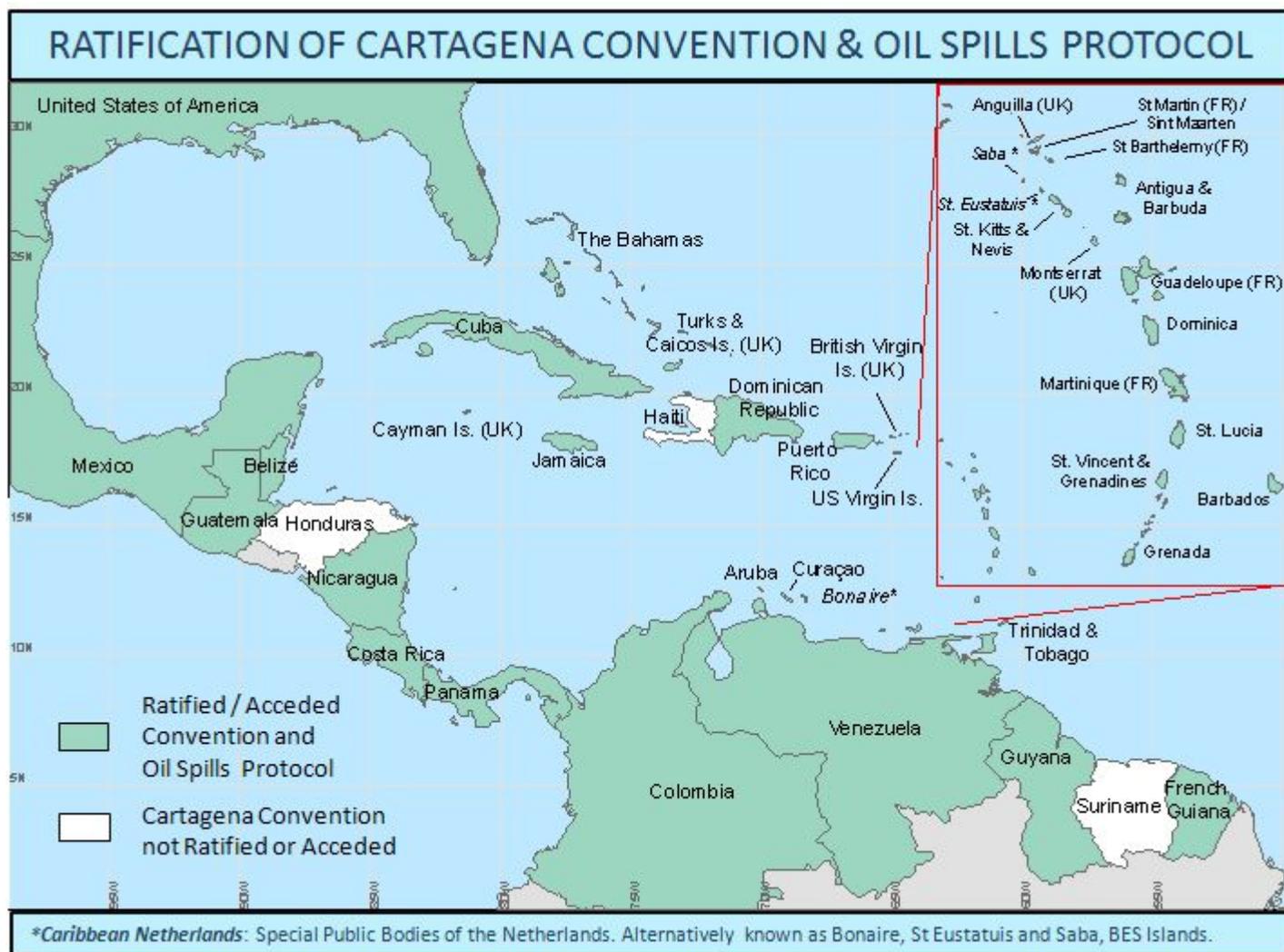
Appendix III – 24 Hour Notification Contacts

Appendix IV – Principal points of contact for operational oil spill response

Appendix V – Functional Procedures

Appendix VI – Specific country to country Procedures

## APPENDIX I

COUNTRIES THAT ARE PARTIES TO THE CARTAGENA CONVENTION  
1983 AND ITS OIL SPILLS PROTOCOL 1983

## APPENDIX II

### Offshore Safety and Prevention

In order to promote multilateral collaboration to protect people and the environment, the offshore petroleum health and safety regulators of the participating countries should endeavor to share information to foster best sustainable safety performance.

- Share safety alerts and operator notifications.

Participating Country	Point of contact for distribution of safety information
Bahamas	  
Cuba	Ministry of Science, Technology and Environment Office for Environmental Regulation and Nuclear Safety (ORASEN)   
Jamaica	  
Mexico	Secretaría de Marina  
United States	Email addresses provided above will be added to BSEE's safety alert notification list. Alerts/operator notifications can also be found at <a href="http://www.bsee.gov/Regulations-and-Guidance/Safety-Alerts/Safety-Alerts/">http://www.bsee.gov/Regulations-and-Guidance/Safety-Alerts/Safety-Alerts/</a> .  

- Make available completed publically available accident investigations conducted by the safety regulator. Website for posting information related to publically available accident investigation reports.

Participating Country	Website and point of contact
Bahamas	  
Cuba	  <a href="http://www.medioambiente.cu/oregulatoria/">www.medioambiente.cu/oregulatoria/</a>
Jamaica	  
Mexico	  
United States	 <a href="http://www.bsee.gov/Inspection-and-Enforcement/Accidents-and-Incidents/Incident-Investigations/">www.bsee.gov/Inspection-and-Enforcement/Accidents-and-Incidents/Incident-Investigations/</a>

- Offshore health and safety trends and industry performance. Make available safety and environmental protection indicators, both leading and lagging.

Participating Country	Point of contact for distribution of indicators
Bahamas	  
Cuba	Ministry of Science, Technology and Environment Office for Environmental Regulation and Nuclear Safety (ORASEN)   
Jamaica	  
Mexico	Secretaría de Energía <a href="http://sie.energia.gob.mx/">http://sie.energia.gob.mx/</a> <a href="http://sener.gob.mx/portal/Default.aspx?id=1554">http://sener.gob.mx/portal/Default.aspx?id=1554</a> Comisión Nacional de Hidrocarburos <a href="http://www.cnh.gob.mx/portal/Default.aspx?id=5000">http://www.cnh.gob.mx/portal/Default.aspx?id=5000</a> Petróleos Mexicanos <a href="http://www.pemex.com/acerca/informes_publicaciones/Paginas/default.aspx#.UubDsBC3XIU">http://www.pemex.com/acerca/informes_publicaciones/Paginas/default.aspx#.UubDsBC3XIU</a>
United States	Bureau of Safety and Environmental Enforcement   

- Regulatory practices. Offshore petroleum health and safety regulators from the participating countries make available current applicable regulations.

Participating Country	Point of contact for distribution of regulations
Bahamas	  
Cuba	Ministry of Science, Technology and Environment Office for Environmental Regulation and Nuclear Safety (ORASEN)   
Jamaica	  

Mexico	<p>Secretaría de Energía  <a href="http://sener.gob.mx/portal/Default.aspx?id=885">http://sener.gob.mx/portal/Default.aspx?id=885</a></p> <p>Comisión Nacional de Hidrocarburos:  <a href="http://www.cnh.gob.mx/portal/Default.aspx?id=3103">http://www.cnh.gob.mx/portal/Default.aspx?id=3103</a>  <a href="http://www.cnh.gob.mx/portal/Default.aspx?id=3900">http://www.cnh.gob.mx/portal/Default.aspx?id=3900</a></p> <p>Secretaría de Medio Ambiente y Recursos Naturales:  <a href="http://www.semarnat.gob.mx/noms">http://www.semarnat.gob.mx/noms</a></p> <p>Procuraduría Federal de Protección al Medio Ambiente  <a href="http://www.profepa.gob.mx/innovaportal/v/32/1/mx/normatividad_ambiental.html">http://www.profepa.gob.mx/innovaportal/v/32/1/mx/normatividad_ambiental.html</a></p> <p>Secretaría de Comunicaciones y Transportes  <a href="http://www.sct.gob.mx/informacion-general/normatividad/puertos-y-marina-mercante/leyes-federales/">http://www.sct.gob.mx/informacion-general/normatividad/puertos-y-marina-mercante/leyes-federales/</a></p> <p>Secretaría de Marina  <a href="http://www.semar.gob.mx/s/normateca.html">http://www.semar.gob.mx/s/normateca.html</a></p> <p>Secretaría del Trabajo y Previsión Social  <a href="http://www.stps.gob.mx/bp/secciones/conoce/marco_juridico/index.html">http://www.stps.gob.mx/bp/secciones/conoce/marco_juridico/index.html</a></p> <p>Secretaría de Gobernación  <a href="http://www.proteccioncivil.gob.mx/es/ProteccionCivil/Normatividad_de_Proteccion_Civil">http://www.proteccioncivil.gob.mx/es/ProteccionCivil/Normatividad_de_Proteccion_Civil</a></p>
United States	<p>Bureau of Safety and Environmental Enforcement</p> <p>    </p>

- Technical information exchange. In accordance with Section 3 of the Multilateral Technical Operating Procedures, offshore petroleum health and safety regulators from the participating countries will engage as appropriate, including finding more effective ways and means to facilitate ad hoc direct exchange among experts.

### APPENDIX III

#### 24 HOUR NOTIFICATION CONTACTS

Whenever possible, notifications should be made in the main language of the country being notified.

Participating Country	Point of contact
Bahamas	Port Department   
Cuba	National Headquarters of the Civil Defense of Cuba  
Jamaica	Jamaica Defence Force Coast Guard   
Mexico	Secretaría de Marina  
United States	24-hour National Response Center 

## APPENDIX IV

### PRINCIPAL POINTS OF CONTACT FOR OPERATIONAL OIL SPILL RESPONSE

Each of the participating countries should list principal points of contact for oil spill response operations. Notification information for points of contact is provided in Appendix III. Participating countries should notify RAC-REMPEITC Caribe via the listserv of any changes in points of contact:

Participating Country	Point of contact
Bahamas	The Ministry of Transport and Aviation  
Cuba	National Headquarters of the Civil Defense of Cuba  
Jamaica	Jamaica Defence Force Coast Guard   
Mexico	Secretaría de Marina  
United States	Coast Guard Seventh District, Miami, FL   

## APPENDIX V

### FUNCTIONAL PROCEDURES

The functional procedures outlined below recognize that coordinating national response activities is the optimal approach for dealing with a Tier 2 or Tier 3 oil spill. This coordination aims to ensure effective utilization of the limited resources available to address a large oil spill. These procedures identify areas where coordination would be particularly beneficial for the overall protection of resources at risk from a spill. The functional areas in these procedures are not comprehensive and, depending on the individual response circumstances, could expand to include other areas.

The functional procedures identify areas of possible coordination, but do not prescribe the precise methods for implementation. These areas identify elements in each participating country's response organization that can deal with particular types of response tactics. Depending on the circumstances of the spill and response activities, coordination may be conducted by telephone or through electronic means, such as e-mail. Incidents with higher levels of complexity might involve direct personal coordinating activities. These procedures are not prescriptive but rather identify, in advance of a spill, areas where the participating countries might benefit from coordination during an actual response.

The participating countries acknowledge that the oil industry involved in the incident and oil spill removal organizations will perform much of the actual response activities. As such, where possible and appropriate, industry activities are envisioned to be part of an effectively coordinated response.

#### **Spill Monitoring and Trajectory**

The goal of spill trajectory and monitoring is to coordinate the resources of the different participating countries involved in an oil spill response and to track and monitor the location of spilled oil on the surface of the ocean and, to the extent possible, any subsurface oil. The participating countries have different capabilities in terms of tracking spilled oil through satellite monitoring, aerial observations and vessel tracking. Effective and timely sharing of information from these different means with all countries potentially affected by the spill is in the best interest of all involved.

In addition, the responding countries should make the best effort possible to share accurate tracking and monitoring information with industries potentially impacted by the oil spill, including but not limited to marine traffic, tourism outlets, and academic and research institutes.

Coordinating points of contact for trajectory and monitoring for each participating country are:

Participating Country	Point of contact
Bahamas	Ministry of Transport and Aviation/ National Oil Spill Contingency Plan  
Cuba	Ministry of Science Technology and Environment, Oceanography Institute   
Jamaica	National Environment and Planning Agency  -  -  -
Mexico	Secretaría de Marina  
United States	U.S. Coast Guard, Unified Area Command, Planning Section, Trajectory and Monitoring Branch   

## Strategic Communications

The flow of information during an actual event is a critical element of the response. Misinformation or the absence of information could inhibit response activities and exacerbate public concerns, increasing the potential impact of a spill. The participating countries acknowledge the importance of a consistent media message.

Strategic communication coordination would allow government communication experts to share information in a timely manner to provide a coordinated message as feasible to other government agencies, media and other information interests.

Coordinating points of contact for strategic communications for each participating country are:

Participating Country	Point of contact
Bahamas	Ministry of Transport and Aviation/ National Oil Spill Contingency Plan   
Cuba	The Cuban Border Patrol.   
Jamaica	Office of Disaster Preparedness & Emergency Management   
Mexico	Secretaría de Marina   
United States	U.S. Coast Guard, Unified Area Command, Joint Information Center   

## Subsea Operations: Containment and Chemical Dispersant Application

Since the Deepwater Horizon incident in April 2010, there has been a marked increase in the understanding of and need for subsea containment in the event of loss of a blowout preventer or other loss of well control. Chemical dispersants were applied subsea for the first time during the response and could be used again in future scenarios. The intent of this section is to coordinate subsea activities in the event of loss of well control. This would include the installation of capping stacks, oil containment devices, subsea debris removal, and subsea chemical dispersant application. The equipment, knowledge and resources needed to execute these response activities generally reside with the oil and gas industry and not with governmental elements. However, participating countries should attempt as appropriate to coordinate these operations, as coordinating information and resources is an essential element of any effective multinational response.

Coordinating points of contact for subsea containment and dispersant operations are:

Participating Country	Point of contact
Bahamas	Ministry of Transport and Aviation/ National Oil Spill Contingency Plan   
Cuba	Ministry of Science, Technology and Environment Office of Environmental Regulation and Nuclear Safety (ORASEN)   
Jamaica	National Environment and Planning Agency   
Mexico	Secretaría de Marina   
United States	U.S. Coast Guard, Unified Area Command, Offshore Section, Subsea Containment Branch   

## Vessel operations

Countries with direct involvement in response activities should endeavor to meet at regular and routine intervals to ensure vessel operations are closely coordinated.

The primary goals of vessel operations in a response are the following:

- Efficiently manage the in/out flow of response vessels to the designated impact area
- Safe and efficient use of vessels for the response
- Mutually determine the impacted areas and safety restrictions to be imposed on vessels in the area, consistent with applicable national and international law
- Rerouting non-response vessel traffic around impacted area
- Awareness of vessel traffic movement for response activities, logistics and port entry/departure

Generally, the affected countries may, subject to international law, establish a safety zone around the impacted area and publish this to vessels transiting the area. Countries should attempt to route transiting vessels around the impacted area and any surface oil to minimize traffic and the incidental contamination of vessels.

Prior to the entry into the operating perimeter, the response resources of each assisting country should be coordinated between the assisting country and the affected country to ensure safety and the most efficient employment of all resources. Response vessels should provide the following information as requested by the affected country.

- Name of vessel
- Type of vessel
- Length
- Flag
- Call sign
- Preferred communication methods with the vessel (radio, satellite/cell phone, etc.)
- Name of vessel captain (non-government vessels only)
- Number of crew members (non-government vessels only)
- Departure port (non-government vessels only)
- ETA to the disaster zone
- Specific tasks to be performed
- Information on the means and resources to be used in the response
- IMO number (where applicable)

An affected country may request vessels not supporting response operations to alter their course. Affected countries may refuse the services of any vessel that does not appear to support the overall objective of the response.

In the interest of safety and effective response activity management, all vessels (government and commercial) involved in these activities should activate, without encrypted signals, their Automatic Identification System.

In accordance with applicable international agreements, each participating country should take necessary legal or administrative measures to facilitate:

- The arrival and utilization in and departure from its territory of ships, aircrafts and other modes of transport engaged in responding to an oil pollution incident or transporting personnel, cargoes, materials and equipment required to deal with such an incident; and
- The expeditious movement into, through and out of its territory of such personnel, cargoes, materials and equipments.

Coordinated actions should be mutually determined between governments. Vessel operations for sending means and resources between countries, either governmental or private, should be coordinated by the following points of contact:

<b>Participating Country</b>	<b>Point of contact</b>
Bahamas	Port Department   
Cuba	The Cuban Border Patrol   
Jamaica	Jamaica Defence Force Coast Guard   
Mexico	Secretaría de Marina   
United States	U.S. Coast Guard, Offshore Response Command, Operations Section, Vessel Coordination Branch   

## **Air operations**

Countries with direct involvement in response activities should meet at regular and routine intervals to ensure air operations are closely coordinated.

The primary goals of air operations are the following:

- Safe and efficient use of aircraft for the response
- Mutually determine the impacted areas and safety/flight restrictions to be imposed on aircraft in the area, consistent with applicable national and international law
- Delineation of air traffic control zones
- Rerouting non-response aircraft traffic around impacted area
- Awareness of aircraft traffic movement for response activities, logistics and take off/landing requirements

International agreements and bilateral procedures that address aviation, such as the Convention on International Civil Aviation, may be applicable in connection with an oil spill response.

In addition, the following items for each specific response aircraft should be transmitted to the receiving country:

- Name and nationality of aircraft operator
- Type of aircraft, registration mark and radiotelephonic identification
- Name of aircraft pilot and amount of crew members
- Point of departure
- Date of flight, expected point of entry, and time of entry to the safety/flight restricted airspace
- Tasks to be performed
- Means and resources to be used in the response

An affected country may request aircraft not supporting response operations to alter their course. Affected countries may refuse the services of any response aircraft that does not appear to support the overall objective of the response.

Coordinated actions should be mutually determined between governments. Air operations for sending means and resources between countries, either governmental or private, should be coordinated by the following points of contact:

Participating Country	Point of contact
Bahamas	Department of Civil Aviation   
Cuba	Civil Aeronautic Institute of Cuba, Area Control Center of Havana   
Jamaica	Office of Disaster Preparedness & Emergency Management   
Mexico	Secretaría de Marina   
United States	U.S. Coast Guard, Offshore Response Command, Operations Section, Air Coordination Branch.   

### Chemical Dispersant Coordination:

The reasonable use of chemical dispersants may be a useful response tool in certain circumstances, but the use is generally limited to the initial response before weathering of oil and/or other factors have reduced the effectiveness of dispersants. The environmental tradeoff of utilizing chemical dispersants is a factor all countries will face in dealing with a large and prolonged response. The primary goals of dispersant coordination are:

- Coordinating, upon the decision of the affected country, the decision to use chemical dispersants beyond the affected country's initial response
- Coordinating with responding countries as to the type and location for the application of dispersants
- Providing a venue for scientists involved in the response to discuss the most appropriate use of chemical dispersants and the environmental tradeoffs of their use
- Consolidating data on the effectiveness of chemical dispersants applied and maintaining an accurate picture identifying where they have been applied
- This section generally applies to surface chemical dispersants applied by vessel or aircraft. The use of subsea dispersants at the source of an underwater oil spill requires technologies and equipment very specific to that type of response (See Subsea Containment Operations).

The decision to use chemical dispersants should be made by the affected country. Responding countries should not apply dispersants in another country's exclusive economic zone (EEZ), continental shelf, or territorial sea without expressed prior consent by the affected country.

As surface oil moves from the waters of one country to the waters of another, the decision to utilize chemical dispersants should remain with the country in whose EEZ, continental shelf, or territorial sea the oil is present, regardless of its original origin.

Countries assisting with the application of chemical dispersants should also coordinate actual operational plans with the vessel control and air control group so that activities can be coordinated and de-conflicted with other vessel and aircraft movement.

Countries applying dispersants should establish monitoring procedures with adequately-trained personnel to collect real-time data to determine effectiveness of the dispersant application.

When coordinated actions are mutually determined between governments, chemical dispersant application, both government and private, should be coordinated by the following points of contact:

<b>Participating Country</b>	<b>Point of contact</b>
Bahamas	Ministry of Transport and Aviation/ National Oil Spill Contingency Plan   
Cuba	Ministry of Science, Technology and Environment Office of Environmental Regulation and Nuclear Safety (ORASEN)   
Jamaica	National Environment and Planning Agency   
Mexico	Secretaría de Marina   
United States	U.S. Coast Guard, Offshore Response Command, Operations Section, Dispersant Control Branch   

**Mechanical Recovery Coordination:**

Mechanical recovery of oil has been a useful response tool in certain circumstances. In addition, only certain types of oil will be effectively recovered through mechanical means. The primary goals of mechanical recovery coordination are:

- Coordinating with responding countries to determine the optimal locations for mechanical recovery of surface oil
- Coordinating access of responding resources close to the source of the spill to maximize mechanical recovery opportunities
- Coordinating spotter aircraft directing vessels to the best opportunity for surface oil encounter

The decision to employ mechanical recovery methods should be made by the affected country, and responding countries should not conduct mechanical recovery operations in another country's EEZ, continental shelf or territorial sea without expressed prior consent by the affected country.

As surface oil moves from the waters of one country, to the waters of another, the decision to utilize mechanical recovery methods should remain with the country in whose EEZ, continental shelf, or territorial sea the oil is present, regardless of its original origin.

Countries assisting with the employment of mechanical recovery resources should also coordinate actual operational plans with the vessel control and air control group so that activities can be coordinated and de-conflicted with other vessel and aircraft movement.

When coordinated actions are mutually determined between countries, mechanical recovery, both government and private, should be coordinated by the following points of contact:

Participating Country	Point of contact
Bahamas	Ministry of Transport and Aviation/ National Oil Spill Contingency Plan   
Cuba	Ministry of Transport, Maritime Safety and Survey Directorate   
Jamaica	National Environment and Planning Agency   
Mexico	Secretaría de Marina   
United States	U.S. Coast Guard, Offshore Response Command, Operations Section, Mechanical Recovery Branch   

### **In-Situ Burning Coordination:**

The in-situ burning of surface oil has been found to be a useful response tool in certain circumstances but its use is generally limited to the initial response when oil has been minimally impacted by weathering. In addition, only certain types of oil in certain weather conditions can be effectively burned. The environmental tradeoff of burning oil at sea is a factor all countries will face in dealing with a large and prolonged response. The primary goals of in-situ burning coordination are:

- Coordinating upon the decision of the affected country to use in-situ burning beyond the affected country's initial response
- Coordinating with responding countries as to the location for the use of in-situ burning
- Provide a venue for scientists involved in the response to discuss the most appropriate use of in-situ burning and the environmental tradeoffs of its use
- Consolidating data on the effectiveness of in-situ burning and maintaining an accurate picture identifying where it has been utilized

The decision to use in-situ burning should be made by the affected country and responding countries should not perform in-situ burning in another country's EEZ, or territorial sea without expressed prior consent by the affected country.

As surface oil moves from the waters of one country to the waters of another, the decision to utilize in-situ burning should remain with the country in whose EEZ, or territorial sea the oil is present, regardless of its original origin.

Countries assisting with in-situ burning operations should coordinate actual operational plans with the vessel control and air control group so that activities can be coordinated and de-conflicted with other vessel and aircraft movement.

Affected country utilizing in-situ burning should establish monitoring procedures with adequately trained personnel to collect real-time data to determine effectiveness of the burns.

When coordinated actions are mutually determined between countries, in-situ burning by either government or private entities should be coordinated by the following points of contact:

Participating Country	Point of contact
Bahamas	Ministry of Transport and Aviation/ National Oil Spill Contingency Plan   
Cuba	Ministry of Science, Technology and Environment Office of Environmental Regulation and Nuclear Safety (ORASEN)   
Jamaica	National Environment and Planning Agency   
Mexico	Secretaría de Marina   
United States	U.S. Coast Guard, Offshore Response Command, Operations Section, In-Situ Burning Branch   

## Logistics

Logistics will be a major element of any spill response. As referred to in these procedures, the term logistics covers any activity dealing with the movement of equipment, personnel, waste material or other elements that contributes to the response.

A key element to the success of a multilateral approach to dealing with a large spill is the effective ability to move personnel and equipment into and out of the incident area easily. There will be issues that response elements should coordinate together to help provide a more efficient and effective response. These areas include:

**Customs and Immigration:** Recognizing that time is of the essence during a response, each country should identify customs and immigration officials that can work with their counterparts in other participating countries to assist with the transfer of personnel and equipment expeditiously across national borders as appropriate.

**Disposition of Recovered Oil:** Oil recovered by mechanical means from the sea rapidly grows in volume, and recovered oil should be brought to shore for proper disposal. Each participating country should identify a point of contact for oversight of the process, including determining the location for disposing the recovered oil. Generally, it is assumed that the affected country should receive all recovered oil from its EEZ and territorial sea. If the affected country is unable to receive the recovered oil, that country should identify alternate means of disposal. In cases where oil moves out of its EEZ it may be more practical to have the recovered oil brought to another location to keep transit times and costs to a minimum. The details should be determined through dialogue between the respective points of contact in the affected countries during response activities.

**Waste Management:** Waste from response activities can also grow in size rapidly and includes oil soaked boom, absorbent material, and other waste generated by the response. The issue can be particularly challenging for island nations that may have limited resources (incinerators and landfills) to deal with the large volume of waste. Each response organization should identify points of contact for managing the final disposition of this waste. Proper coordination of this aspect is key, as responders from outside the affected country should understand local labeling and handling requirements for waste brought to shore. Generally, it is assumed that the affected country should receive all waste material generated in its EEZ and territorial sea. In cases where oil moves out of its EEZ it may be more practical to have the waste material brought to another location, for example to keep transit times and costs to a minimum. The details should be determined through dialogue between the respective points of contact in the affected countries during response activities.

Participating Country	Point of contact
Bahamas	Ministry of Transport and Aviation/ National Oil Spill Contingency Plan   
Cuba	National Headquarters of the Civil Defense of Cuba   
Jamaica	Office of Disaster Preparedness & Emergency Management   
Mexico	Secretaría de Marina   
United States	U.S. Coast Guard, Offshore Response Command, Logistics Section   

**APPENDIX VI**  
**COUNTRY-TO-COUNTRY SPECIFIC PROCEDURES**

The following non-binding procedures are intended to supplement the general procedures above with amplifying information regarding offshore response issues as between the specified countries:

**CUBA – UNITED STATES**

<b>Area of focus</b>	<b>Cuba</b>	<b>U.S.A.</b>	<b>Specific procedures</b>
<b>Notification</b>	<p>Ministry of Foreign Affairs (MINREX)</p> <p>National Headquarters of the Civil Defense of Cuba</p>    <p>The Cuban Border Patrol (hereinafter ,TGF)</p>   	<p>United States Interests Section in Havana State Department</p> <p>24-hour National Response Center</p>    <p>Coast Guard Seventh District, Miami, FL</p>   	<p>Notification through diplomatic channels in case of occurrence of a tier 2 or 3 spill, a spill of any size that could impact another country or its EEZ or territorial sea, or any spill for which notification is required under an international agreement.</p> <p>Issue standard CARIBPOLRep notification</p> <p>Standard Telex report with copy to the US Coast Guard (hereinafter, USCG) in the United States Interests Section in Havana.</p>

<b>Spill monitoring and trajectory</b>	<p>The National Headquarters of the Civil Defense of Cuba. Organization: Ministry of Science Technology and Environment, Oceanography Institute.</p>   	<p>U.S. Coast Guard, Unified Area Command, Planning Section, Trajectory and Monitoring Branch</p>   	<p>Refer to Appendix V</p>
<b>Strategic communications</b>	<p>The Cuban Border Patrol.</p>   	<p>U.S. Coast Guard, Unified Area Command, Joint Information Center</p>   	<p>The affected nation should be the primary issuer of systematic information on the development of the response actions with the understanding that other affected/responding countries may also wish to provide public information independently.</p>
<b>Subsea operations Containment and subsea chemical application</b>	<p>Ministry of Science, Technology and Environment Office of Environmental Regulation and Nuclear Safety (ORASEN)</p>   	<p>U.S. Coast Guard, Unified Area Command, Offshore Section, Subsea Containment Branch</p>   	<p>Refer to Appendix V</p>
<b>Vessel operations</b>	<p>The Cuban Border Patrol.</p>   	<p>Contact: U.S. Coast Guard, Offshore Response Command, Operations Section, Vessel Coordination Branch</p>   	<p>The USCG and TGF should coordinate vessel movements as set out in Appendix V before vessel arrival. For government response vessels the following information is requested:</p> <ul style="list-style-type: none"> <li>• Name of the vessel.</li> <li>• Tactical number.</li> <li>• Call sign.</li> <li>• Task to be performed including information on the means and resources to be used in the response.</li> </ul>

<p style="text-align: center;"><b>Air operations</b></p>	<p>ACC Shift Manager in Havana and can be reached through direct oral circuits (MEVA) available with the ARTCC in Miami, at</p>   	<p>ARTCC supervisor in Miami can be reached through landline or commercial phone</p>   	<p>Flights intending to enter the Cuban airspace should be granted a permit from the Cuban Civil Aeronautic Institute, requested in advance through MINREX. Those intending to enter U.S. airspace in response to an oil spill should request permission from the Federal Aviation Administration (MIAMI ARTCC) with copy to the U.S. Coast Guard, the U.S. Interests Section in Havana (USINT), and the State Department’s Office of the Coordinator for Cuban Affairs, communicating the information listed in Appendix V, Air Operations.</p> <p>Air traffic control in both countries should work to coordinate air traffic headed for an emergency zone. Area Control Center (ACC) in Havana is the POC for Cuban government and ARTCC in Miami the POC in the US.</p> <p>All responders utilizing official or private aircraft contracted to participate in response activities should establish appropriate communications as follows:</p> <p>For Cuba: Frequency assignment should be as directed by ACC in Havana. All aircrafts should fly with the responding code in A and C mode activated.</p> <p>For the U.S.: Frequency assignment</p>
--	---	--	--

			<p>should be as directed by Miami ARTCC.</p> <p>For Cuba: All aircraft flying to and from the emergency area, when operating to the south of parallel 24 00 00 North, should be on the assigned ATC beacon code as specified in the ZMA-HAV Letter of Agreement in accordance with existing ARTCC and ACC procedures and applicable provisions of the Convention on International Civil Aviation (ICAO).</p>
<p><b>Chemical dispersants coordination</b></p>	<p>Ministry of Science, Technology and Environment Office of Environmental Regulation and Nuclear Safety (ORASEN)</p> <p>  </p>	<p>United States: Organization: U.S. Coast Guard, Offshore Response Command, Operations Section, Dispersant Control Branch</p> <p>  </p>	<p>Refer to Appendix V</p>
<p><b>Mechanical recovery</b></p>	<p>Ministry of Transport</p> <p>  </p>	<p>United States: Organization: U.S. Coast Guard, Offshore Response Command, Operations Section, Mechanical Recovery Branch</p> <p>  </p>	<p>Refer to Appendix V</p>

<p><b>In situ burning</b></p>	<p>Ministry of Science, Technology and Environment Office of Environmental Regulation and Nuclear Safety (ORASEN)</p>   	<p>United States: Organization: U.S. Coast Guard, Offshore Response Command, Operations Section, In-Situ Burning Branch</p>   	<p>Refer to Appendix V</p>
<p><b>Logistics</b></p>	<p>National Headquarters of the Civil Defense of Cuba</p>   	<p>United States: Organization: U.S. Coast Guard, Offshore Response Command, Logistics Section</p>   	<p>For Cuba – For expedited processing, a list of any equipment, modes of transportation and personnel coming into Cuban customs territory from the U.S., in line with the mechanism provided in the Cuban Oil Spill National Contingency Plan, should be sent to the Ministry of Foreign Affairs, which collaborates with the Ministry of Foreign Trade, General Customs and the Division of Immigration, to determine approvals and facilitate processing.</p> <p>For the U.S. – For expedited processing, a list of any equipment, modes of transportation and personnel coming into U.S. customs territory from Cuba, should be sent to the State Department, which collaborates with the appropriate Department of Homeland Security components and other relevant federal agencies to determine approvals and facilitate processing.</p>

<p><b>Initial Assistance Coordination</b></p>	<p>Ministry of Foreign Affairs. US General Division</p>   	<p>United States Interests Section in Havana.</p>   	<p>The U.S and the Cuban government should notify of their intent to assist in the event of the spill by e.g. direct assistance at the scene of the spill, assessment of response options, sending experts and resources. The Governments should correspond by diplomatic note.</p>
---	---	---	---

## CUBA – MEXICO

Area of focus	Cuba	Mexico	Specific procedures
<b>Notification</b>	<p>Ministry of Foreign Affairs (MINREX)</p> <p>National Headquarters of the Civil Defense of Cuba</p> <p>The Cuban Border Patrol (hereinafter, TGF)</p>	<p>Secretaría de Marina</p>	<p>Notification through diplomatic channels in case of occurrence of a tier 2 or 3 spill, a spill of any size that could impact another country or its EEZ or territorial sea, or any spill for which notification is required under an international agreement.</p> <p>Issue standard CARIBPOLRep notification</p>
<b>Spill monitoring and trajectory</b>	<p>The National Headquarters of the Civil Defense of Cuba. Organization: Ministry of Science Technology and Environment, Oceanography Institute.</p>	<p>Secretaría de Marina</p>	<p>Refer to Appendix V</p>

<p><b>Strategic communications</b></p>	<p>The Cuban Border Patrol.</p>   	<p>Secretaría de Marina</p>   	<p>The affected nation should be the primary issuer of systematic information on the development of the response actions with the understanding that other affected/responding countries may also wish to provide public information independently.</p>
<p><b>Subsea operations Containment and subsea chemical application</b></p>	<p>Ministry of Science, Technology and Environment Office of Environmental Regulation and Nuclear Safety (ORASEN)</p>   	<p>Secretaría de Marina</p>   	<p>Refer to Appendix V</p>
<p><b>Vessel operations</b></p>	<p>The Cuban Border Patrol.</p>   	<p>Secretaría de Marina</p>   	<p>TGF and the Mexican Authority should coordinate vessel movements as set out in Appendix V before vessel arrival.</p> <p>For government response vessels the following information is requested:</p> <ul style="list-style-type: none"> <li>• Name of the vessel.</li> <li>• Tactical number.</li> <li>• Call sign.</li> <li>• Task to be performed including information on the means and resources to be used in the response.</li> </ul>
<p><b>Air operations</b></p>	<p>ACC Shift Manager in Havana and can be reached through direct oral</p>	<p>Secretaría de Marina</p>  	<p>Flights intending to enter the Cuban airspace should be granted</p>

	<p>circuits (MEVA) available with the ARTCC in Mérida, at</p>   		<p>a permit from the Cuban Civil Aeronautic Institute, requested in advance through MINREX, communicating the information listed in Appendix V, Air Operations.</p> <p>Air traffic control in both countries should work to coordinate air traffic headed for an emergency zone. Area Control Center (ACC) in Havana is the POC for Cuban government.</p> <p>All responders utilizing official or private aircraft contracted to participate in response activities, should establish appropriate communications as follows:</p> <p>For Cuba: Frequency assignment should be as directed by ACC in Havana. All aircrafts should fly with the responding code in A and C mode activated.</p>
<p><b>Chemical dispersants coordination</b></p>	<p>Ministry of Science, Technology and Environment Office of Environmental Regulation and Nuclear Safety (ORASEN)</p>   	<p>Secretaría de Marina</p>   	<p>Refer to Appendix V</p>

<p><b>Mechanical recovery</b></p>	<p>Ministry of Transport</p>   	<p>Secretaría de Marina</p>   	<p>Refer to Appendix V</p>
<p><b>In situ burning</b></p>	<p>Ministry of Science, Technology and Environment Office of Environmental Regulation and Nuclear Safety (ORASEN)</p>   	<p>Secretaría de Marina</p>   	<p>Refer to Appendix V</p>
<p><b>Logistics</b></p>	<p>National Headquarters of the Civil Defense of Cuba</p>   	<p>Secretaría de Marina</p>   	<p>For Cuba – For expedited processing, a list of any equipment, modes of transportation and personnel coming into Cuban customs territory from Mexico, in line with the mechanism provided in the Cuban Oil Spill National Contingency Plan, should be sent to the Ministry of Foreign Affairs, which collaborates with the Ministry of Foreign Trade, General Customs and the Division of Immigration, to determine approvals and facilitate processing.</p>
<p><b>Initial Assistance Coordination</b></p>	<p>Ministry of Foreign Affairs. US General Division</p>   	<p>Secretaría de Marina</p>   	<p>The Cuban and the Mexican government should notify of their intent to assist in the event of the spill by e.g. direct assistance at the scene of the spill, assessment of response options, sending experts and resources. The Govts should correspond by diplomatic note.</p>

## CUBA – BAHAMAS

Area of focus	Cuba	Bahamas	Specific procedures
<b>Notification</b>	<p>Ministry of Foreign Affairs (MINREX)</p> <p>National Headquarters of the Civil Defense of Cuba</p> <p>The Cuban Border Patrol (hereinafter , TGF)</p>		<p>Notification through diplomatic channels in case of occurrence of a tier 2 or 3 spill, a spill of any size that could impact another country or its EEZ or territorial sea, or any spill for which notification is required under an international agreement.</p> <p>Issue standard CARIBPOLRep notification</p>
<b>Spill monitoring and trajectory</b>	<p>The National Headquarters of the Civil Defense of Cuba. Organization: Ministry of Science Technology and Environment, Oceanography Institute.</p>		Refer to Appendix V

<p><b>Strategic communications</b></p>	<p>The Cuban Border Patrol.</p>   	  	<p>The affected nation should be the primary issuer of systematic information on the development of the response actions with the understanding that other affected/responding countries may also wish to provide public information independently.</p>
<p><b>Subsea operations Containment and subsea chemical application</b></p>	<p>Ministry of Science, Technology and Environment Office of Environmental Regulation and Nuclear Safety (ORASEN)</p>   	  	<p>Refer to Appendix V</p>
<p><b>Vessel operations</b></p>	<p>The Cuban Border Patrol.</p>   	  	<p>TGF and the Bahamian Authority should coordinate vessel movements as set out in Appendix V before vessel arrival.</p> <p>For government response vessels the following information is requested:</p> <ul style="list-style-type: none"> <li>• Name of the vessel.</li> <li>• Tactical number.</li> <li>• Call sign.</li> <li>• Task to be performed including information on the means and resources to be used in the response.</li> </ul>
<p><b>Air operations</b></p>	<p>ACC Shift Manager in Havana and can be reached through direct oral circuits (MEVA) available with the ARTCC in Miami, at</p>   	  	<p>Flights intending to enter the Cuban airspace should be granted a permit from the Cuban Civil Aeronautic Institute, requested in advance through MINREX, communicating the information listed in Appendix V, Air Operations.</p> <p>Air traffic control in both countries</p>

			<p>should work to coordinate air traffic headed for an emergency zone. Area Control Center (ACC) in Havana is the POC for Cuban government.</p> <p>All responders utilizing official or private aircraft contracted to participate in response activities should establish appropriate communications as follows:</p> <p>For Cuba: Frequency assignment should be as directed by ACC in Havana. All aircrafts should fly with the responding code in A and C mode activated.</p>
<b>Chemical dispersants coordination</b>	Ministry of Science, Technology and Environment Office of Environmental Regulation and Nuclear Safety (ORASEN)   	  	Refer to Appendix V
<b>Mechanical recovery</b>	Ministry of Transport   	  	Refer to Appendix V
<b>In situ burning</b>	Ministry of Science, Technology and Environment Office of Environmental Regulation and Nuclear Safety (ORASEN)   	  	Refer to Appendix V

<p><b>Logistics</b></p>	<p>National Headquarters of the Civil Defense of Cuba</p>   	  	<p>For Cuba – For expedited processing, a list of any equipment, modes of transportation and personnel coming into Cuban customs territory from the Bahamas, in line with the mechanism provided in the Cuban Oil Spill National Contingency Plan, should be sent to the Ministry of Foreign Affairs, which collaborates with the Ministry of Foreign Trade, General Customs and the Division of Immigration, to determine approvals and facilitate processing.</p>
<p><b>Initial Assistance Coordination</b></p>	<p>Ministry of Foreign Affairs. US General Division</p>   	  	<p>The Cuban and the Bahamian government should notify of their intent to assist in the event of the spill by e.g. direct assistance at the scene of the spill, assessment of response options, sending experts and resources. The Governments should correspond by diplomatic note.</p>

## CUBA – JAMAICA

Area of focus	Cuba	Jamaica	Specific procedures
<b>Notification</b>	<p>Ministry of Foreign Affairs (MINREX)</p> <p>National Headquarters of the Civil Defense of Cuba</p> <p>The Cuban Border Patrol (hereinafter , TGF)</p>	<p>Ministry of Foreign Affairs and Foreign Trade.</p> <p>Office of Disaster Preparedness &amp; Emergency Management</p> <p>Jamaica Defence Force Coast Guard</p>	<p>Notification through diplomatic channels in case of occurrence of a tier 2 or 3 spill, a spill of any size that could impact another country or its EEZ or territorial sea, or any spill for which notification is required under an international agreement.</p> <p>Issue standard CARIBPOLRep notification</p>
<b>Spill monitoring and trajectory</b>	<p>The National Headquarters of the Civil Defense of Cuba. Organization: Ministry of Science Technology and Environment, Oceanography Institute.</p>	<p>National Environment and Planning Agency</p>	<p>Refer to Appendix V</p>

<p><b>Strategic communications</b></p>	<p>The Cuban Border Patrol.</p>   	<p>Office of Disaster Preparedness &amp; Emergency Management</p>   	<p>The affected nation should be the primary issuer of systematic information on the development of the response actions with the understanding that other affected/responding countries may also wish to provide public information independently.</p>
<p><b>Subsea operations Containment and subsea chemical application</b></p>	<p>Ministry of Science, Technology and Environment Office of Environmental Regulation and Nuclear Safety (ORASEN)</p>   	<p>National Environment and Planning Agency</p>   	<p>Refer to Appendix V</p>
<p><b>Vessel operations</b></p>	<p>The Cuban Border Patrol.</p>   	<p>Jamaica Defence Force Coast Guard</p>   	<p>TGF and the Jamaican Authority should coordinate vessel movements as set out in Appendix V before vessel arrival.</p> <p>For government response vessels the following information is requested:</p> <ul style="list-style-type: none"> <li>• Name of the vessel.</li> <li>• Tactical number.</li> <li>• Call sign.</li> <li>• Task to be performed including information on the means and resources to be used in the response.</li> </ul>
<p><b>Air operations</b></p>	<p>ACC Shift Manager in Havana and can be reached through direct oral circuits (MEVA) available with the ARTCC in Kingston, at</p>   	<p>Office of Disaster Preparedness &amp; Emergency Management</p>   	<p>Flights intending to enter the Cuban airspace should be granted a permit from the Cuban Civil Aeronautic Institute, requested in advance through MINREX, communicating the information listed in Appendix V, Air Operations.</p>

			<p>Air traffic control in both countries should work to coordinate air traffic headed for an emergency zone. Area Control Center (ACC) in Havana is the POC for Cuban government.</p> <p>All responders utilizing official or private aircraft contracted to participate in response activities should establish appropriate communications as follows:</p> <p>For Cuba: Frequency assignment should be as directed by ACC in Havana. All aircrafts should fly with the responding code in A and C mode activated.</p>
<p><b>Chemical dispersants coordination</b></p>	<p>Ministry of Science, Technology and Environment Office of Environmental Regulation and Nuclear Safety (ORASEN)</p>   	<p>National Environment and Planning Agency</p>   	<p>Refer to Appendix V</p>

<p><b>Mechanical recovery</b></p>	<p>Ministry of Transport</p>   	<p>National Environment and Planning Agency</p>   	<p>Refer to Appendix V</p>
<p><b>In situ burning</b></p>	<p>Ministry of Science, Technology and Environment Office of Environmental Regulation and Nuclear Safety (ORASEN)</p>   	<p>National Environment and Planning Agency</p>   	<p>Refer to Appendix V</p>
<p><b>Logistics</b></p>	<p>National Headquarters of the Civil Defense of Cuba</p>   	<p>Office of Disaster Preparedness &amp; Emergency Management</p>   	<p>For Cuba – For expedited processing, a list of any equipment, modes of transportation and personnel coming into Cuban customs territory from Jamaica, in line with the mechanism provided in the Cuban Oil Spill National Contingency Plan, should be sent to the Ministry of Foreign Affairs, which collaborates with the Ministry of Foreign Trade, General Customs and the Division of Immigration, to determine approvals and facilitate processing.</p>

<p><b>Initial Assistance Coordination</b></p>	<p>Ministry of Foreign Affairs. US General Division</p>   	<p>Ministry of Foreign Affairs and Foreign Trade.</p>   	<p>The Cuban and the Jamaican government should notify of their intent to assist in the event of the spill by e.g. direct assistance at the scene of the spill, assessment of response options, sending experts and resources. The Governments should correspond by diplomatic note.</p>
---	---	---	--

**BAHAMAS – JAMAICA**

<b>Area of focus</b>	<b>Bahamas</b>	<b>Jamaica</b>	<b>Specific procedures</b>
<b>Notification</b>			
<b>Spill monitoring and trajectory</b>			
<b>Strategic communications</b>			
<b>Subsea operations Containment and subsea chemical application</b>			
<b>Vessel operations</b>			
<b>Air operations</b>			
<b>Chemical dispersants coordination</b>			
<b>Mechanical recovery</b>			
<b>In situ burning</b>			
<b>Logistics</b>			
<b>Initial Assistance Coordination</b>			

**BAHAMAS – MEXICO**

<b>Area of focus</b>	<b>Bahamas</b>	<b>Mexico</b>	<b>Specific procedures</b>
<b>Notification</b>		Secretaría de Marina ☎ 📄 💻	
<b>Spill monitoring and trajectory</b>		Secretaría de Marina ☎ 📄 💻	
<b>Strategic communications</b>		Secretaría de Marina ☎ 📄 💻	
<b>Subsea operations Containment and subsea chemical application</b>		Secretaría de Marina ☎ 📄 💻	
<b>Vessel operations</b>		Secretaría de Marina ☎ 📄 💻	
<b>Air operations</b>		Secretaría de Marina ☎ 📄 💻	
<b>Chemical dispersants coordination</b>		Secretaría de Marina ☎ 📄 💻	

<b>Mechanical recovery</b>		Secretaría de Marina   	
<b>In situ burning</b>		Secretaría de Marina   	
<b>Logistics</b>		Secretaría de Marina   	
<b>Initial Assistance Coordination</b>		Secretaría de Marina   	

## MEXICO – JAMAICA

Area of focus	Mexico	Jamaica	Specific procedures
<b>Notification</b>	Secretaría de Marina   		
<b>Spill monitoring and trajectory</b>	Secretaría de Marina   		
<b>Strategic communications</b>	Secretaría de Marina   		
<b>Subsea operations Containment and subsea chemical application</b>	Secretaría de Marina   		
<b>Vessel operations</b>	Secretaría de Marina   		
<b>Air operations</b>	Secretaría de Marina   		
<b>Chemical dispersants coordination</b>	Secretaría de Marina   		

<b>Mechanical recovery</b>	Secretaría de Marina   		
<b>In situ burning</b>	Secretaría de Marina   		
<b>Logistics</b>	Secretaría de Marina   		
<b>Initial Assistance Coordination</b>	Secretaría de Marina   		

**UNITED STATES - -BAHAMAS**

Area of focus	Bahamas	U.S.A.	Specific procedures
<b>Notification</b>		United States Embassy in Nassau 242-325-0664  24-hour National Response Center    On line reporting tool: <a href="http://www.nrc.uscg.mil/">http://www.nrc.uscg.mil/</a>  Coast Guard Seventh District, Miami, FL   	Notification through diplomatic channels in case of occurrence of a tier 2 or 3 spill, a spill of any size that could impact another country or its EEZ or territorial sea, or any spill for which notification is required under an international agreement.  Issues standard CARIBPOLRep notification   Standard Telex report with copy to the US Coast Guard (hereinafter, USCG) in the Embassy in Nassau
<b>Spill monitoring and trajectory</b>		U.S. Coast Guard, Unified Area Command, Planning Section, Trajectory and Monitoring Branch   	Refer to Appendix V

<b>Strategic communications</b>		U.S. Coast Guard, Unified Area Command, Joint Information Center   	The affected nation should be the primary issuer of systematic information on the development of the response actions with the understanding that other affected/responding countries may also wish to provide public information independently
<b>Subsea operations Containment and subsea chemical application</b>		U.S. Coast Guard, Unified Area Command, Offshore Section, Subsea Containment Branch   	Refer to Appendix V
<b>Vessel operations</b>		Contact: U.S. Coast Guard, Offshore Response Command, Operations Section, Vessel Coordination Branch   	The USCG and Bahamian counterparts should attempt to coordinate vessel movements as set out in Appendix V before vessel arrival.  For government response vessels the following information is requested: Name of the vessel Tactical number Call sign Task to be performed including information on the means and resources to be used in the response
<b>Air operations</b>		ARTCC supervisor in Miami can be reached through landline or commercial phone   	

<b>Mechanical recovery</b>		<p>Organization: U.S. Coast Guard, Offshore Response Command, Operations Section, Mechanical Recovery Branch</p>   	Refer to Appendix V
<b>In situ burning</b>		<p>United States: Organization: U.S. Coast Guard, Offshore Response Command, Operations Section, In-Situ Burning Branch</p>   	Refer to Appendix V
<b>Logistics</b>		<p>United States: Organization: U.S. Coast Guard, Offshore Response Command, Logistics Section</p>   	For the U.S. – For expedited processing, a list of any equipment, modes of transportation and personnel coming into U.S. customs territory from the Bahamas, should be sent to the State Department, which collaborates with the appropriate Department of Homeland Security components and other relevant federal agencies to determine approvals and facilitate processing.
<b>Initial Assistance Coordination</b>		<p>United States Embassy in Nassau</p>   	The U.S and the Bahamian government should notify of their intent to assist in the event of the spill by e.g. direct assistance at the scene of the spill, assessment of response options, sending experts and resources. The Governments should correspond by diplomatic note.

**UNITED STATES – JAMAICA**

Area of focus	Jamaica	U.S.A.	Specific procedures
<b>Notification</b>	Ministry of Foreign Affairs and Foreign Trade.     Office of Disaster Preparedness & Emergency Management     Jamaica Defence Force Coast Guard   	United States Embassy in Kingston     24-hour National Response Center     Coast Guard Seventh District, Miami, FL   	Notification through diplomatic channels in case of occurrence of a tier 2 or 3 spill, a spill of any size that could impact another country or its EEZ or territorial sea, or any spill for which notification is required under an international agreement.  Issues standard CARIBPOLRep notification
<b>Spill monitoring and trajectory</b>	National Environment and Planning Agency   	U.S. Coast Guard, Unified Area Command, Planning Section, Trajectory and Monitoring Branch   	Refer to Appendix V

<p><b>Strategic communications</b></p>	<p>Office of Disaster Preparedness &amp; Emergency Management</p>   	<p>U.S. Coast Guard, Unified Area Command, Joint Information Center</p>   	<p>The affected nation should be the primary issuer of systematic information on the development of the response actions with the understanding that other affected/responding countries may also wish to provide public information independently</p>
<p><b>Subsea operations Containment and subsea chemical application</b></p>	<p>National Environment and Planning Agency</p>   	<p>U.S. Coast Guard, Unified Area Command, Offshore Section, Subsea Containment Branch</p>   	<p>Refer to Appendix V</p>
<p><b>Vessel operations</b></p>	<p>Jamaica Defence Force Coast Guard</p>   	<p>Contact: U.S. Coast Guard, Offshore Response Command, Operations Section, Vessel Coordination Branch</p>   	<p>The USCG and Jamaica should attempt to coordinate vessel movements as set out in Appendix V before vessel arrival.</p> <p>For government response vessels the following information is requested:</p> <ul style="list-style-type: none"> <li>• Name of the vessel</li> <li>• Tactical number</li> <li>• Call sign</li> <li>• Task to be performed including information on the means and resources to be used in the response.</li> </ul>
<p><b>Air operations</b></p>	<p>Office of Disaster Preparedness &amp; Emergency Management</p>   	<p>ARTCC supervisor in Miami can be reached through landline or commercial phone</p>   	<p>Refer to Appendix V</p>

<p><b>Chemical dispersants coordination</b></p>	<p>National Environment and Planning Agency      </p>	<p>United States:  Organization: U.S. Coast Guard, Offshore Response Command, Operations Section, Dispersant Control Branch      </p>	<p>Refer to Appendix V</p>
<p><b>Mechanical recovery</b></p>	<p>National Environment and Planning Agency      </p>	<p>Organization: U.S. Coast Guard, Offshore Response Command, Operations Section, Mechanical Recovery Branch      </p>	<p>Refer to Appendix V</p>
<p><b>In situ burning</b></p>	<p>National Environment and Planning Agency      </p>	<p>Organization: U.S. Coast Guard, Offshore Response Command, Operations Section, In-Situ Burning Branch      </p>	<p>Refer to Appendix V</p>

<p style="text-align: center;"><b>Logistics</b></p>	<p>Office of Disaster Preparedness &amp; Emergency Management</p>   	<p>United States: Organization: U.S. Coast Guard, Offshore Response Command, Logistics Section</p>   	<p>For the U.S. – For expedited processing, a list of any equipment, modes of transportation and personnel coming into U.S. customs territory from Jamaica, should be sent to the State Department, which collaborates with the appropriate Department of Homeland Security components and other relevant federal agencies to determine approvals and facilitate processing.</p>
<p style="text-align: center;"><b>Initial Assistance Coordination</b></p>	<p>Ministry of Foreign Affairs and Foreign Trade.</p>   	<p>United States Interests Section in Kingston State Department</p>   	<p>The U.S and the Jamaican government should notify of their intent to assist in the event of the spill by e.g. direct assistance at the scene of the spill, assessment of response options, sending experts and resources. The Governments should correspond by diplomatic note.</p>

**UNITED STATES – MEXICO**

Area of focus	Mexico	U.S.A.	Specific procedures
<p align="center"><b>Notification</b></p>	Secretaría de Marina   	United States Interests Section in Mexico City State Department    24-hour National Response Center    Coast Guard Seventh District, Miami, FL   	Notification procedures should follow those set out in the Joint Contingency Plan Between Mexico and the United States Regarding Pollution of the Marine Environment by Discharges of Hydrocarbons and Other Hazardous Substances (MEXUS Plan).
<p align="center"><b>Spill monitoring and trajectory</b></p>	Secretaría de Marina   	U.S. Coast Guard, Unified Area Command, Planning Section, Trajectory and Monitoring Branch   	Refer to Appendix V and the MEXUS Plan
<p align="center"><b>Strategic communications</b></p>	Secretaría de Marina   	U.S. Coast Guard, Unified Area Command, Joint Information Center   	The affected nation should be the primary issuer of systematic information on the development of the response actions with the understanding that other affected/responding countries may also wish to provide public information independently

<p><b>Subsea operations Containment and subsea chemical application</b></p>	<p>Secretaría de Marina      </p>	<p>U.S. Coast Guard, Unified Area Command, Offshore Section, Subsea Containment Branch      </p>	<p>Refer to Appendix V and the MEXUSGULF Annex of the MEXUS Plan</p>
<p><b>Vessel operations</b></p>	<p>Secretaría de Marina      </p>	<p>Contact: U.S. Coast Guard, Offshore Response Command, Operations Section, Vessel Coordination Branch      </p>	<p>Vessel operations should be conducted as set out in the MEXUSGULF Annex of the MEXUS Plan</p>
<p><b>Air operations</b></p>	<p>Secretaría de Marina      </p>	<p>ARTCC supervisor in Miami can be reached through landline or commercial phone      </p>	<p>Air operations should be conducted as set out in the MEXUSGULF Annex of the MEXUS Plan</p>

<p><b>Chemical dispersants coordination</b></p>	<p>Secretaría de Marina      </p>	<p>United States:  Organization: U.S. Coast Guard, Offshore Response Command, Operations Section, Dispersant Control Branch      </p>	<p>Refer to Appendix V and the MEXUSGULF Annex of the MEXUS Plan</p>
<p><b>Mechanical recovery</b></p>	<p>Secretaría de Marina      </p>	<p>Organization: U.S. Coast Guard, Offshore Response Command, Operations Section, Mechanical Recovery Branch      </p>	<p>Refer to Appendix V and the MEXUSGULF Annex of the MEXUS Plan</p>
<p><b>In situ burning</b></p>	<p>Secretaría de Marina      </p>	<p>Organization: U.S. Coast Guard, Offshore Response Command, Operations Section, In-Situ Burning Branch      </p>	<p>Refer to Appendix V and the MEXUSGULF Annex of the MEXUS Plan</p>
<p><b>Logistics</b></p>	<p>Secretaría de Marina      </p>	<p>Organization: U.S. Coast Guard, Offshore Response Command, Logistics Section      </p>	<p>Refer to Appendix V and the MEXUSGULF Annex of the MEXUS Plan</p>

<p><b>Initial Assistance Coordination</b></p>	<p>Secretaría de Marina</p>   	<p>United States Interests Section in Mexico City State Department</p>   	<p>The U.S and the government of Mexico should notify of their intent to assist in the event of the spill by e.g. direct assistance at the scene of the spill, assessment of response options, sending experts and resources. The Governments should correspond by diplomatic note.</p>
---	---	--	---