

MEXUSPAC

Annex

Annex of the Joint Contingency Plan between the Secretariat of the Navy of the United Mexican States and the United States Coast Guard Regarding Pollution of the Maritime Environment by Discharges of Hydrocarbons and other Hazardous Sustances.

March 23, 2018



MEXUSPAC Annex

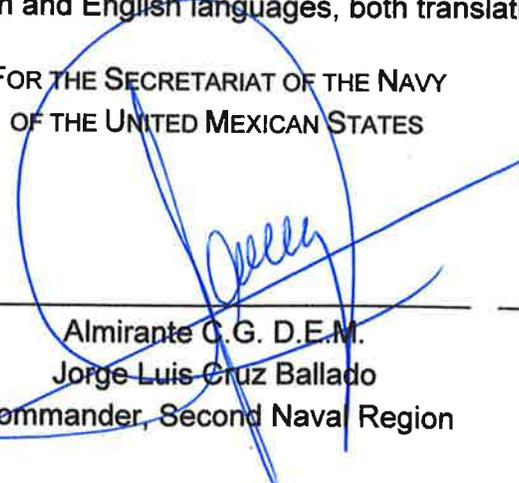


Letter of Understanding

1. The MEXUS Plan's Pacific (MEXUSPAC) Regional Annex is a supplement to the *Joint Contingency Plan between the Secretariat of the Navy of the United Mexican States and the United States Coast Guard Regarding Pollution of the Maritime Environment by Discharges of Hydrocarbons and Other Hazardous Substances* (MEXUS Plan). The MEXUS Plan provides standard operational procedures with respect to joint response in case of pollution incidents that may affect the coastal waters or marine environment of the other country. The purpose of the Annex is to complement the MEXUS Plan with regional details.
2. The development, implementation, and maintenance of the MEXUSPAC Annex is the joint responsibility of the Mexican Navy's Second Naval Region and the U.S. Coast Guard's Eleventh District, which have the responsibility for formulating a Regional Joint Response Team and for conducting communication and coordination actions consistent with the MEXUS Plan and the *Agreement of Cooperation Between the United States of America and the United Mexican States Regarding Pollution of the Marine Environment by Discharges of Hydrocarbons and Other Hazardous Substances* (1980 Agreement).
3. The MEXUSPAC Annex remains in effect until it is modified by decision of the Participants or until the MEXUS Plan is discontinued.
4. This MEXUSPAC Annex replaces the 2003 version.
5. The MEXUS Plan and its MEXUSPAC Annex are not legally binding and do not give rise to any rights or obligations under international law.

Signed on March 23, 2018 in Ensenada, Baja California, Mexico, in two originals in the Spanish and English languages, both translations being equally authentic.

FOR THE SECRETARIAT OF THE NAVY
OF THE UNITED MEXICAN STATES



Almirante C.G. D.E.M.
Jorge Luis Cruz Ballado
Commander, Second Naval Region

FOR THE
UNITED STATES COAST GUARD



Rear Admiral
Todd A. Sokalzuk
Commander, Eleventh District

Record of Changes

Date	Section	Description	Changed By (email address)

MEXUSPAC

PACIFIC REGIONAL ANNEX

MARCH 23, 2018

Table of Contents

100	Introduction	7
101	Legal Framework.....	7
102	Purpose.....	7
103	Geographic Limits	8
200	Coordination and Levels of Command.....	9
201	Principles for Response to Pollution Incidents	9
202	Incident Command System.....	9
203	Joint Response Team Chairs	9
204	Regional Chairs.....	9
205	Regional Coordinators.....	10
206	On-Scene Coordinator.....	11
300	Planning and Preparedness.....	11
301	Regional Annexes	11
302	Meetings and Exercises	11
303	Training	12
304	Documentation	12
305	External Coordination	12
400	Operations	13
401	Notification	13
402	Activating a Joint Response	13
403	Joint Response.....	14
404	Issue Resolution.....	14
405	Terminating a Joint Response	14
500	Transboundary Movement of Response Resources	15
501	Medical Emergencies	16
502	Transport of Oiled Birds and Wildlife	16
503	Oiled Wildlife Care Assistance from California.....	16
600	Public Information	17
700	Funding.....	17
701	Incident-Related Activities	17
702	Non Incident-Related Activities.....	17
703	Assistance for Non-MEXUS Incidents	17

800	Review and Modifications	17
Appendix (1)	Glossary	18
Appendix (2)	National and Regional Contacts	21
Appendix (3)	Bilingual MEXUS Spill Notification Form	22
Appendix (4)	Advisory and Liaison Coordinator	26

100 Introduction

Appendix (1) contains definitions of words and acronyms used in this Regional Annex.

101 Legal Framework

The 1980 Agreement commits the United States of America (U.S.) and the United Mexican States (Mexico) to create a *Joint Contingency Plan between the Secretariat of the Navy of the United Mexican States and the United States Coast Guard Regarding Pollution of the Maritime Environment by Discharges of Hydrocarbons and Other Hazardous Substances* (MEXUS Plan).

The MEXUS Plan and its Regional Annexes are not legally binding; they do not affect the rights and obligations of Mexico or the U.S. acquired under national or international laws, international agreements, or their respective positions with regard to the Law of the Sea.

Depending on the circumstances, additional actions may be taken under applicable law even when such action is not required or identified in this Regional Annex.

102 Purpose

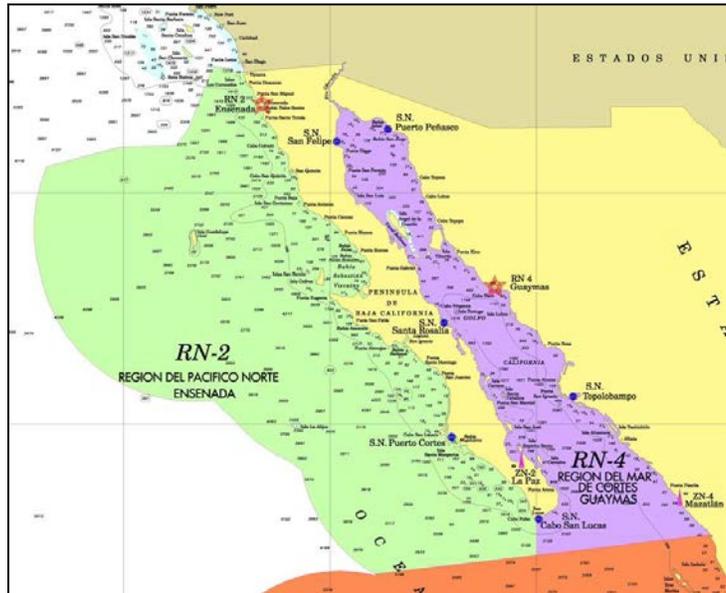
The MEXUS Plan provides for bi-national coordination of responses to pollution incidents that affect or threaten the marine environment of both countries.

The purpose of this Annex is to establish communications and coordination processes that should be used to facilitate effective joint response when a pollution incident occurs in, or threatens, the Pacific maritime border region of either country.

103 Geographic Limits

The geographic limits of this Annex are as follows:

103.1 Mexico



The geographic limits of this Annex in Mexico match those of the Second Naval Region. The northern limit is the border between Mexico and the United States. The southern limit is parallel 22° 53' 39.91" of latitude north. The western limit is 200 nautical miles west of the baseline from which the territorial sea is measured.

103.2 United States

The geographic limits of this Annex in the United States match the coastal limits of the Eleventh Coast Guard District as far south as the border with Mexico. The northern limit is the California-Oregon state border. The southern limit is the U.S.-Mexico international border. The eastern limit is the coast of California. The western limit is 200 nautical miles west of the baseline from which the territorial sea is measured.

200 Coordination and Levels of Command

201 Principles for Response to Pollution Incidents

Response operations may be conducted in accordance with each country's national response system. The national response systems are supplemented by procedures referenced in the MEXUS Plan and this Regional Annex, as well as by local Area and Regional Contingency Plans.

Appendix (2) contains the national and regional points of contact for the Mexican Navy, in Spanish, Secretaría de Marina (SEMAR) and the United States Coast Guard (USCG).

202 Incident Command System

The National Incident Management System (NIMS) Incident Command System (ICS) is the primary system for managing response activities in both countries.

203 Joint Response Team Chairs

Pursuant to the 1980 Agreement, SEMAR and the USCG established a Joint Response Team (JRT). The Chairs of the JRT are:

SEMAR	General Staff of the Navy through its Third Section (Operations)
USCG	Director of Incident Management and Preparedness Policy (CG-5RI)

The JRT Chairs have delegated the preparedness and response functions of the MEXUS Plan to the Regional Chairs.

204 Regional Chairs

In the Pacific region, the functions and responsibilities of the Regional Chairs lie with the Commander, SEMAR Second Naval Region and Commander, USCG Eleventh District. These functions and responsibilities have been further delegated to the Chief of Third Section in the Second Naval Region and to the Incident Management and Preparedness Advisor for the Eleventh District. These responsibilities are listed below.

- a. The Regional Chairs share relevant technical and operational information with one another to promote efficient and effective responses.
- b. Each Regional Chair consults with their counterpart from the other country when they determine that it is necessary to activate a joint response plan. When they reach an agreement on whether to activate the MEXUS Plan, the respective Chair notifies their national-level JRT Chair of the decision.
- c. The Regional Chairs advise and provide support to the On-Scene Coordinator (OSC), as requested.
- d. Representatives, such as the Regional Chair, Regional Coordinators, and OSCs, meet at least annually to address issues pertaining to the Regional Annex, to plan exercises, and to conduct training.

205 Regional Coordinators

Each Regional Chair designates a Regional Coordinator (RC). The Regional Coordinators are members of their respective staffs who have MEXUSPAC coordination as a collateral duty.

For the Eleventh District, the MEXUSPAC Regional Coordinator is the Regional Response Team Coordinator. For the Second Naval Region, the Regional Coordinator is the Chief of the Department of Coordination of Programs against Ocean Pollution.

During an incident, individuals and agency representatives should communicate via their respective Regional Coordinator and/or the Regional Chair instead of attempting direct communication with the OSC.

The Regional Coordinator's functions and responsibilities include:

- a. Organizing the exchange of information between the two countries regarding the Regional Annex and oil and hazardous substance spill response through annual meetings, training, and exercises;
- b. Maintaining the Regional Annex, job aids, and related materials in consultation with their counterpart;

- c. Facilitating the exchange of information between the incident commands in each country during a joint response by phone, email, a shared web page, or in-person meetings;
- d. Sharing incident-status reports and best practices between the two countries as authorized;
- e. Coordinating requests for resources and technical assistance between the two countries, involving the Department of State/Foreign Ministry as appropriate;
- f. Recommending measures to the OSC to improve joint response and to achieve incident objectives in their respective countries; and
- g. Collecting lessons learned with respect to this Annex and presenting them to the Regional Chairs with recommendations for action.

206 On-Scene Coordinator

In Mexican waters, response operations are directed by an OSC designated by SEMAR. In U.S. waters, response operations are monitored or directed by an OSC designated by the USCG. The OSC may augment their response by using additional public sector or private sector resources.

300 Planning and Preparedness

301 Regional Annexes

The Regional Chairs and Coordinators are responsible for maintaining this Annex and all associated documents and job aids.

302 Meetings and Exercises

Regular meetings are vital to sustaining the relationship between Mexico and the United States. Participants from both countries should meet annually to exchange information regarding oil spill and hazardous substance response and update the Regional Annex as needed. The attendees are responsible for any travel costs incurred.

Formal meetings may be supplemented with other meetings, as necessary. Workgroups may also meet by phone or in person.

The MEXUSPAC Annex may be exercised in conjunction with regularly-scheduled local exercises. This may be accomplished by the inclusion of injects and scenarios to test various aspects of the MEXUS Plan and MEXUSPAC Annex.

303 Training

The Regional Chairs and Coordinators should ensure that field units who may be involved during a joint activation are instructed on the MEXUS Plan and the MEXUSPAC Annex to the degree appropriate for their involvement. Training may be accomplished during exercises, meetings, webinar, or classroom instruction.

Other government or non-government agencies may also be offered such training and included in exercises.

The Regional Coordinators may identify local or regional training for representatives from the other country. Relevant training may include Incident Command System doctrine, pollution response methods, and response technologies. Attendees are responsible for any registration, lodging, and travel costs incurred.

304 Documentation

After a response involving MEXUS Plan activation, the OSC should prepare a complete report on the joint response during the incident as requested by the Regional Chair or by the national-level Joint Response Team Chair.

The OSC may seek input from the Regional Chair or Coordinator, as well as others involved, and may make recommendations to improve the MEXUS Plan and its Regional Annexes for future incidents. The report may be shared with the MEXUSGULF Regional Chairs and with the national-level JRT Chairs.

305 External Coordination

The Participants may include government and non-government agencies in their regional planning and preparedness activities.

400 Operations

Notification always occurs before any discussion of activating the provisions of the MEXUS Plan. Both countries will notify one another of all marine oil or hazardous substance incidents that may threaten the border. Either country may request to activate the MEXUS Plan; however, both countries must concur. When the other country is only threatened, but not yet impacted by a spill, activation may prompt the OSC to conduct overflights, wildlife spotting operations, or beach cleaning in preparation for potential impact.

401 Notification

When a spill in one country's waters threatens the other country's waters, the Command Center in the country of origin will notify the Command Center in the other country regardless of the size of the spill.

To make the first notification, the Command Center or Regional Coordinator should use the bilingual form in Appendix (3). The form is addressed to the other Command Center. Both the USCG and SEMAR command centers are staffed 24-hours a day. Once the notification form is sent, the Command Centers should notify their Regional Chair and Coordinator.

The bilingual form can be completed quickly by computer or in legible handwriting. Instructions are on the form. The form should be sent as an attachment to an email and as a fax as international email delivery can be slow. The Command Center sending the document should follow up with a phone call to the receiving Command Center to inform them of the message. The receiving Command Center or Regional Coordinator should acknowledge receipt.

402 Activating a Joint Response

The joint response envisioned by the MEXUS Plan may only be activated if a spill impacts or threatens the other country. The term "threatens" may be defined by the Regional Chairs.

If a joint response is not activated, either country may still request assistance from the other through diplomatic channels. The MEXUS Plan is applicable when a spill impacts or threatens the other country.

If necessary, a bilingual speaker should be available to facilitate the discussion between the MEXUSPAC Chairs. The Eleventh District Command Center has access to interpreters 24 hours a day.

Regional Chairs should discuss whether they want to dispatch an Advisory and Liaison Coordinator (ALC) to the other Participant's Unified Command.

The Regional Chairs may also choose to standby and monitor the spill for a potential threat to the other country. If neither activation nor monitoring is desired, the Regional Coordinators may choose to simply share information about the incident as it develops.

The specific office and/or persons to be notified, as well as the means in which to do so, can be found in a procedural document maintained by each Participant for its own internal use.

403 Joint Response

Joint response involves sharing relevant, incident-related information to ensure a well-informed response on both sides of the border and providing technical assistance to the other country as needed. Technical assistance may include sharing practical knowledge, advice, and expertise, but not goods, materials, or consumables. It may also include assisting the other country with identifying resources.

404 Issue Resolution

Issues arising from differences in interpretation or application of the MEXUS Plan and/or MEXUSPAC Annex should be resolved by the Chairs through discussion and consensus. If the Chairs are unable to resolve the issue, it should be referred through the chain-of-command for resolution. The Chair making such a referral is expected to concurrently notify his/her counterpart that the referral is being made.

405 Terminating a Joint Response

The Regional Chairs may decide to terminate a joint response by joint decision or unilateral determination after consultation with or based on recommendations made by the OSC, ALC, or the Regional Coordinator. A termination message will be sent, indicating the joint response has been concluded.

500 Transboundary Movement of Response Resources

If transboundary movement of response resources is required, the requesting party is responsible for arranging all appropriate clearances in accordance with its own procedures.

If, during an incident, the need arises to transport personnel and equipment across the border, procedures established by the immigration and customs services of both countries should be followed. This includes proper authorizations from the Departments and Secretariats concerned with these issues. All transportation should be arranged by the Logistics Section Chiefs from the appropriate Unified Command(s). To consult with a Logistics Section Chief, contact the MEXUSPAC Coordinator or ALC for your country.

Mexico	
Customs forms used in México	http://www.sat.gob.mx/informacion_fiscal/normatividad/formas_fiscales/Paginas/comercio_exterior_solicitudes.aspx and http://www.sat.gob.mx/comext/paginas/formasyformatos.aspx
Immigration forms used in México	https://www.gob.mx/tramites/ficha/autorizacion-de-internacion-a-territorio-nacional-por-razones-humanitarias/INM631 and https://www.gob.mx/tramites/ficha/internacion-al-territorio-nacional-de-personas-extranjeras-que-no-requieren-visa/INM629
Shipping agents for water crossings	http://directories.lloydslist.com/services/browse/ss/5696/country/Mexico

United States	
Customs and immigration forms used in the United States	http://www.cbp.gov/newsroom/publications/forms
Customs brokers for land crossings	http://apps.cbp.gov/brokers/index.asp?portCode=2704
Shipping agents for water crossings	http://directories.lloydslist.com/services/browse/ss/5696/country/U.S.A.

501 Medical Emergencies

Normally, responders and victims are treated in the country where they are injured or rescued. However, to receive specialized medical care a patient may need to be transported to the other country. This should be accomplished using the established Search and Rescue protocols used by both countries. The Second Naval Region in Ensenada and USCG Sector San Diego can be reached as follows:

<p>ENSAR Ensenada Ensenada, BC, MX</p>	<p>VHF-FM, Channel 16 (011) 52-646-172-4000 EnsarEnsenada@semar.gob.mx EnsarEnsenada@live.com.mx</p>
<p>Joint Harbor Operations Center San Diego, CA, USA</p>	<p>VHF-FM, Channel 16 (001) (619) 278-7033 /32 /31 D11-DG-SanDiegoSCC-J@uscg.mil</p>

502 Transport of Oiled Birds and Wildlife

Oiled birds should not be transported across the border. They should be cared for and released in the same country where they were rescued.

503 Oiled Wildlife Care Assistance from California

The State of California's Oiled Wildlife Care Network (OWCN) is available to serve as a resource for experts and equipment (including veterinarians and mobile rehabilitation equipment) for Mexico. However, request for deployment of OWCN resources must be approved by the California Department of Fish and Wildlife, Office of Spill Prevention and Response. Payment for deployment must come from either the Responsible Party or the Government of Mexico, as California state funds cannot be used to respond outside of State limits. For more information, see the OWCN web site at <http://www.vetmed.ucdavis.edu/owcn/>.

600 Public Information

Public information may be managed by each Participant in their own country, making every effort to ensure the information released by each country is consistent. This Annex makes no provision for joint statements from the Participants.

700 Funding

Each Participant may adopt the activities contemplated in this Annex subject to the availability of funds for these purposes.

701 Incident-Related Activities

Each country will fund its own operations when responding to oil spills or hazardous substance releases in the waters that fall under its jurisdiction. The MEXUS Plan and its Regional Annexes are consistent with the “polluter pays” principle established under the national laws of each country.

702 Non Incident-Related Activities

Each country will cover its own costs for any activity not related to an oil spill or release of hazardous substances.

703 Assistance for Non-MEXUS Incidents

All requests for assistance for non-MEXUS incidents must go through diplomatic channels.

800 Review and Modifications

The coordination, implementation, and maintenance of the MEXUSPAC Annex are the joint responsibility of the Regional Chairs. This Annex is intended to mirror the organization and content of the MEXUS Plan.

The content of this Annex and its appendices will be verified and exercised regularly, and updated as necessary. Changes to any of the content are tracked on the ‘Record of Changes’ at the beginning of this Annex.

USCG Commandant (CG-MER-2) and SEMAR Headquarters, Third Section should be notified when substantial modifications are made to this Annex.

Appendix (1) Glossary

Words & Acronyms	Definitions
Activation	Initiation of a joint response in accordance with the MEXUS Plan and this Regional Annex during a pollution incident.
Advisory and Liaison Coordinator (ALC)	A position activated when necessary to facilitate operational and technical information sharing between U.S. and Mexico; a representative of one country knowledgeable of their respective national response system who is assigned, usually to the Incident Command Post of the other country, to perform as a conduit of information between Mexico and the United States during a pollution response.
D11	USCG Eleventh District, Coast Guard Island, Alameda, California, 94501-5100 USA. http://www.uscg.mil/D11/
Joint Response	<p>Actions and/or decisions, carried out or taken by the JRT when facing a pollution incident that may affect both countries' waters, which will be carried out in accordance with the MEXUS Plan.</p> <p>The term Joint Response is synonymous with joint coordination, bi-national response, bi-national coordination, and coordinated response.</p>
Joint Response Team (JRT)	An organization established for planning, preparedness, and response, composed of representatives from SEMAR and the USCG.
JRT Chairs	The persons designated by SEMAR and USCG to lead the JRT. The designated Chairs of the JRT are, for SEMAR, the Chief of the Third Section of the General Staff of the Navy (Operations), and for the USCG, the Director of Incident Management and Preparedness Policy (CG-5RI).
MEXUS Plan	<i>Joint Contingency Plan between the United Mexican States and the United States of America regarding the Pollution of the Marine Environment by Discharges of Hydrocarbons and Other Hazardous Substances.</i>

MEXUSGULF	The Regional Annex of the MEXUS Plan applicable to the waters of the Gulf of Mexico under the jurisdiction of either country.
MEXUSPAC	The Regional Annex of the MEXUS Plan applicable to the waters of the Pacific Ocean under the jurisdiction of either country.
National Response System	<p>The U.S. regulations for planning, preparedness, and response to discharges of oil and releases of hazardous substances and pollutants or contaminants. The National Oil and Hazardous Substances Pollution Contingency Plan is in the U.S. Code of Federal Regulations Title 40, part 300.</p> <p>For Mexico, on October 24, 2016 the <i>National Contingency Plan for Spills of Hydrocarbons and Other Potentially Hazardous Substances in the Mexican Marine Zones</i> (the “Plan”) was published in the Federal Gazette, and states that the Mexican Navy is in charge of the coordination and activation of the MEXUS Plan.</p>
On-Scene Coordinator (OSC)	The person designated to coordinate and direct response operations. Each country designates an On-Scene Coordinator.
Polluter	The owner, operator, and/or licensee of a vessel, facility or pipeline that causes a polluting incident. It is a synonym for “Responsible Party”.
“Polluter Pays” Principle	The “polluter pays” principle is set forth in Principle 16 of the 1992 Rio Declaration on Environment and Development , and is reflected in the national laws of each country. The principle requires that the polluter or Responsible Party is, generally, responsible for the costs associated with pollution.

Pollution Incident / Polluting Incident	A discharge or the threat of an imminent discharge of hydrocarbons or of any hazardous substance in the sea, of a magnitude or significance that requires an immediate response in order to contain, recover, or destroy the substance for the purpose of eliminating the threat or of minimizing its effects on the marine flora and fauna and on the public health and welfare, as defined in the <i>1980 Agreement</i> .
Regional Annex	A geographically-specific complement to the MEXUS Plan that provides the necessary information to execute efficient and effective actions of joint response and coordination.
Regional Chair	Regional head of the Gulf and Pacific Region subdivisions of the JRT. Each relevant USCG District and SEMAR Region/Zone has a Regional Chair to carry out preparedness and response functions of the MEXUS Plan. The USCG District Commander and SEMAR Region/Zone Commander may delegate this function.
Response Operations	Actions to control or mitigate a polluting incident and minimize the impacts of such an incident.
Response Resources	Equipment, personnel, and other assets deemed necessary by the OSC to conduct response operations or monitoring activities.
RN-2	Second Naval Region, Baja California, Mexico.
SEMAR	<i>Secretariat of the Mexican Navy</i> <i>Secretaría de Marina Armada de México.</i> http://www.semar.gob.mx
USCG	United States Coast Guard. http://www.uscg.mil/

Appendix (2) National and Regional Contacts

Mexican Navy	U.S. Coast Guard
<p>Center for Command & Control (CC2) Mexican Navy Headquarters Ciudad de México, México Tel: (011) 52-55-5624-6500 x1000/2000 (011) 52-55-5677-1119 Email: cc2 @semar.gob.mx</p>	<p>24-Hour Command Center National Response Center U.S. Coast Guard Headquarters Washington, District of Columbia, USA Tel: (001) 202-267-2675 (800) 424-8802 <i>U.S. only</i></p>
<p>Third Section (Operations) Mexican Navy Headquarters Ciudad de México, México Tel: (011) 52-55-5624-6500 x7708/7207/7953/8430 Email: s3_ssoc@semar.gob.mx s3jemg@semar.gob.mx</p>	<p>International and Domestic Preparedness Division, Commandant (CG-MER-2) U.S. Coast Guard Washington, District of Columbia, USA Tel: (001) 202-372-2264 Email: HQS-DG-LST-CG-MER-2@uscg.mil</p>
<p>24-Hour Command Center Mexican Navy Second Naval Region Ensenada, Baja California, México Tel: (011) 52-646-177-3812 Email: rn2permanencia@semar.gob.mx</p>	<p>24-Hour Command Center Eleventh Coast Guard District Alameda, California, USA Tel: (001) 510-437-3701 Fax: (001) 510-437-3017 Email: RCCAlameda1@uscg.mil</p>

Appendix (3) Bilingual MEXUS Spill Notification Form

See next page.

MEXUS Spill Notification Notificación de derrames

	Notification Notificación		Request for Consultation Solicitud de consulta		
1. Incident Information Información de incidente					
1.a.	Date Submitted Enviado el		1.d.	Reference Number Número de referencia	
1.b.	Time Submitted Enviada a las		1.e.	Initiating Country País de origen	
1.c.	Incident Name Nombre de incidente		1.f.	Number of Pages Número de páginas	
2. Contact Information Información de contacto					
2.a.	From (Country/Agency) De (País/Agencia)		2.e.	To (Country / Agency) Para (País/Agencia)	
2.b.	Name/Position Nombre/Puesto		2.f.	Name/Position Nombre/Posición	
2.c.	Fax /Telephone Número de fax o teléfono		2.g.	Fax /Telephone Número de fax o teléfono	
2.d.	Email/Correo electrónico		2.h.	Email/Correo electrónico	
3. Incident Specifics Detalles del incidente					
3.a.	Type of Incident (Primary Cause/ Secondary) Tipo de incidente (Causa primaria/secundaria)				
3.b.	Incident date/time Fecha/hora de incidente				
3.c.	Product Type Tipo de contaminante		3.e.	Source of Pollution Origen de contaminación	
3.d.	Volume Released (bbbls) Volumen derramado		3.f.	Max Potential (bbbls) Máximo potencial	
3.g.	Is Source Secured? ¿Se contuvo el derrame?		<i>If Yes -Date/Time/Method Used to Secure</i> <i>En caso afirmativo -Fecha / Hora / Método usado para contener:</i>		
	<input type="checkbox"/> Yes <input type="checkbox"/> No Sí No		<i>If No - Mitigation Measures Currently in Place /</i> <i>Si No - Medidas de mitigación actualmente en uso:</i>		
3.h.	Geographic Location of Incident (Port/ Body of Water) Ubicación geográfica de incidente (Puerto/Cuerpo de agua)				
3.i.	Position Posición	Latitude Latitud		Longitude Longitud	
3.j.	Potential for transboundary impacts? ¿Potencial de impactos transfronterizos?		<input type="checkbox"/> Yes Sí		<input type="checkbox"/> No
4. Acknowledgement of Notification Received Acuse de recibo					
4.a.	Date/Time Acknowledged Fecha/Hora del reconocimiento		4.b.	Name/Agency Nombre/Agencia	
4.c.	Signature Firma				
4.d.	Comments (optional) Comentarios (opcional)				
<p><i>Note: The notifying party should, at a minimum, send Page 1 of this form when making a notification for informational purposes only, marking the "Notification" box at the top. If transboundary implications are present, mark the "Request for Consultation" block and provide additional information (in subsequent pages of this form). Receiving Party should acknowledge receipt and return to Notifying party.</i></p> <p><i>Nota: La parte notificante debe, como mínimo, enviar la Página 1 de esta forma al hacer una notificación sólo para información, marcando la caja de "Notificación" en el título. Si hay implicaciones transfronterizas, marque el bloque "Solicitud de consulta" y provea información adicional (en páginas posteriores de este formulario). La parte receptora debe garantizar el acuse de recibo y devolver a la parte notificante.</i></p>					

5. Incident Command Information Información del centro de mando de incidente				
5.a.	Lead Agency Agencia encargada			
5.b.	Command Post location La ubicación del centro de mando del ICS			
5.c.	Request Advisory and Liaison Coordinator deployment? ¿Recursos Asesor y Coordinador de Enlace?	<input type="checkbox"/> Yes Sí	<input type="checkbox"/> No	
6. Situation Assessment Evaluación de la situación				
6.a.	Current Assessment Evaluación actual		6.b.	Complicating Factors Factores de complicación
			6.c.	Mitigating Factors Factores atenuantes
			6.d.	Additional Factors Factores adicionales
7. Primary Source Information Información de fuentes principal				
7.a.	Name of Vessel/Facility Nombre del buque/instalación		7.f.	Length of Vessel Eslora del buque
7.b.	Flag Bandera		7.g.	Draft of Vessel Calado del buque
7.c.	Owner/Operator Propietario/Operador		7.h.	Document/Official Number Documento/número oficial
7.d.	Cargo Type/Amount El tipo de carga/cantidad		7.i.	Last Port of Call Último puerto
7.e.	Fuel Type/Amount Tipo de combustible/cantidad		7.j.	Next Port of Call Próximo puerto
7.k.	Vessel aground? ¿Está el buque varado?	<input type="checkbox"/> Yes Sí	<input type="checkbox"/> No	<input type="checkbox"/> Not Applicable No aplica
Additional vessel(s) involved? If so, attach to end of form. Buques adicionales involucrados? Si afirmativo, adjunte al final del formulario.				
8. Pollutant Information Información de contaminante				
8.a.	Type of Pollutant Tipo de contaminante		8.d.	Amount Spilled Cantidad derramada
8.b.	Potential Amount/Capacity Cantidad potencial/capacidad		8.e.	Sheen/Slick Length & Width Brillo/largo y ancho de la nata
8.c.	Direction of Movement Dirección de movimiento		8.f.	Color
9. On-Scene Weather Conditions Las condiciones climáticas en la escena				
9.a.	Air Temperature Temperatura del aire		9.d.	Sea State Condiciones de mar
9.b.	Wind Direction Dirección del viento		9.e.	Wind Speed Velocidad del viento
9.c.	Precipitation Type Tipo de precipitación		9.f.	Visibility Visibilidad
10. Response Contractor Information Información de respuesta de contratista				
10.a.	Has the responsible party retained a contractor? ¿La parte responsable ha contratado con un contratista?		10.b.	Contractor Name Nombre de contratista
	<input type="checkbox"/> Yes Sí	<input type="checkbox"/> No	10.c.	Contractor Capabilities/Resources requested Capacidades de contratista/Recursos solicitados

11. Other Information

Otra información

Additional comments/information (e.g., cause of incident, areas impacted, immediate implications, trajectories, maps, charts, forecast weather conditions, etc.)

Comentarios adicionales / información (por ejemplo: causa del incidente, áreas impactadas, implicaciones inmediatas, trayectorias, mapas, cartas de navegación, pronóstico del tiempo, etc.):

12. Secondary Source Information (If needed)

Información de fuente secundaria (si es necesario)

12.a.	Name of Vessel/Facility Nombre del buque/instalación		12.f.	Length of Vessel Eslora del buque	
12.b.	Flag Bandera		12.g.	Draft of Vessel Calado del buque	
12.c.	Owner/Operator Propietario/operador		12.h.	Document/Official Number Documento/número oficial	
12.d.	Cargo Type/Amount El tipo de carga/cantidad		12.i.	Last Port of Call Último puerto	
12.e.	Fuel Type/Amount Tipo de combustible/cantidad		12.j.	Next Port of Call Próximo puerto	
12.k.	Vessel aground? ¿Está el buque varado?	<input type="checkbox"/> Yes Sí		<input type="checkbox"/> No	<input type="checkbox"/> Not Applicable No aplica

Appendix (4) Advisory and Liaison Coordinator

To achieve the international coordination contemplated by the MEXUS Plan and the 1980 Agreement, the assignment and exchange of Advisory and Liaison Coordinators (ALCs) may be necessary to enhance the effectiveness of the OSC of each country by gathering operational information directly from one Incident Command Post (ICP) and relaying it to the other ICP.

The general objectives of an ALC are to:

- a. Enhance cooperation and understanding between OSCs of both countries,
- b. Ensure understanding of policy guidance and coordination measures related to the MEXUS Plan and Regional Annexes, and
- c. Identify and recommend potential resources and scientific support to affect operational objectives.

Role of the ALC

An ALC is to:

- a. Assist and provide advice to the OSC during a pollution incident,
- b. Collaborate with the ALC assigned by the other country to coordinate the response measures to be adopted by the OSCs of both countries,
- c. Integrate into the Unified Command of the other country, typically as part of the Command Staff,
- d. Coordinate the exchange of incident specific information,
- e. Relay information on the availability of resources and technical assistance,
- f. Initiate pre-established clearance procedures,
- g. Harmonize public information,
- h. Provide recommendations to the OSC on the termination of a joint response,
- i. Engage in after-action reporting, and
- j. Provide recommendations to improve future joint response coordination.

Authority

The authority of an ALC is restricted to those delegated by their respective country's OSC. This guidance does not give an ALC any authorities other than what has specifically been

delegated to them by the respective OSC. An ALC is never permitted to exercise his or her own nation's OSC authority over actions taking place in the other nation's sovereign territory. OSC authority can only be exercised in accordance with the ALC's own national laws and agency regulations, but coordinated with the other nation's actions. An ALC *may* be designated to facilitate the movement of resources across the international border in accordance with approved entry procedures; however, the use of existing and appropriate customs policies, procedures, and personnel is strongly recommended.

Employment

Binational experience has shown that, in instances of spills with international impacts, complete co-location of both U.S. and Mexican incident command structures is not the most effective response organization, especially considering funding, legal, logistical, and geographic constraints.

Scenarios in which employment of one or more ALCs may be warranted:

- a. Spill occurs initially in the sole waters of one nation yet threatens or has spread to the other nation after response operations commenced. An ALC from the latter affected nation may need to deploy to the respective response site to gain an understanding of current foreign response operations and to relay information to their home nation OSC and Regional Coordinator.
- b. Spill occurs on or near the maritime border and immediately affects both nations' waters. An ALC from both nations may be needed to assist both OSCs in executing a joint response.

Situations where information exchange between the Regional Coordinators is more appropriate:

Spill occurs solely in the waters of one nation with no imminent threat to the foreign nation. An ALC is most likely not required to deploy due to the response actions occurring in only one nation. The foreign Regional Coordinator should monitor the situation from their home country, and anticipate a request for assistance and/or increase in threat to their nation's waters.

When more than one ALC is assigned to an Incident Command Post, one should be designated as the Lead ALC; the other ALCs will be designated as assistants who report to the Lead ALC. The Lead ALC will be the sole designee to relay information to the OSC and maintain communications with the Regional Coordinator. The Assistant ALCs will be assigned as determined by the Lead ALC in consultation with the OSC.

When forming an ALC team of technical experts to support a Lead ALC, the following areas of expertise should be considered:

- a. Scientific Support/Environmental
- b. Pollution Response Operations

It is recommended that team members in each country are paired with an ALC team member from the other country, at least in the initial stage of deployment, in order for the ALCs to fully understand the functions of the Incident Command Post. For example, an environmental technical expert from the U.S. assigned to the ICP in Mexico, should be paired with an environmental technical expert in Mexico to ensure the information the U.S. ALC is gathering is fully understood before passing it to the Lead U.S. ALC who will, in turn, pass the information back to the U.S. ICP.

Selection Criteria

An ALC may be designated by each respective nation.

To perform the ALC functions effectively, personnel assigned should have previous experience working with the participating international agencies and pollution response. The ALC is expected to communicate effectively within the Incident Command System of one country to transmit planned and on-going response actions, resource needs, concerns, and recommendations to the Regional Coordinator and OSC of their country; therefore, the position requires proven interpersonal and communication skills.

The following is a list of **recommended**, but ***not required***, criteria for selection:

- a. Thorough knowledge of the MEXUS Plan, applicable Annexes to the MEXUS Plan as well as national, area, and local pollution contingency plans.
- b. Familiarity with available industry and government owned equipment.
- c. Familiarity with potential differences between the U.S. and Mexican incident management systems, as well as transboundary response implications.
- d. ICS experience as a Planning Section Chief, Operations Section Chief, or Liaison Officer.
- e. Familiarity with Mexico and U.S. customs, health, and safety policies.
- f. Possession of a valid Official Passport.

- g. Fluency in the English and Spanish languages.
- h. For U.S. Coast Guard members: Federal On-Scene Coordinator's Representative (FOSCR) knowledge or experience.

The ALC will relay information between the two countries, typically through the ALC from the other country if both are deployed and the Regional Coordinator, to ensure coordination of efforts, tactics, and objectives. The activities of the ALC are intended to augment the OSC's ability to coordinate and focus response operations to ensure an effective and efficient bi-national effort.

ALC vs. Regional Coordinator

The Regional Coordinator is a standing position for the purposes of planning and preparedness. The Regional Coordinator provides continuity and expertise for the OSC, Regional Chair, and their counterpart in the foreign nation. The ALC is employed specific to an incident to gather and relay operational information from one OSC to the other. The ALC should relay information to the OSC for their country, and through their counterpart ALC and/or the Regional Coordinator. For example, an ALC from the USCG will relay information to the USCG OSC via their counterpart ALC the operations ongoing in Mexico; however, they should include the Regional Coordinator in all voice or written information exchanges.

While in the foreign nation, the ALC should report to the OSC of that country. The USCG ALC, for example, would report to the SEMAR OSC to provide advisory support and directly gather the operational information to pass back to the USCG incident command. The ALC should relay information to the OSC for their own country, through their counterpart ALC and both Regional Coordinators. For example, an ALC from the USCG would relay information to the USCG OSC via their counterpart ALC and include both Regional Coordinators in all voice or written information exchanges.

ALC vs. LOFR/AREP

An Incident Command System Liaison Officer (LOFR) and Agency Representative (AREP) are conduits of information that serve as a critical part of the command within the ICS structure. While normally not delegated to decision-making authority, it is at the discretion of the OSC to make this determination on an incident-specific basis.

A LOFR and AREP report directly to the Incident Commander, while an ALC is a representative of their home nation's OSC to solely ensure efficient communication and

coordination. An ALC is a knowledgeable representative who may assist in framing resource requests and assist in coordinating any additional support. Response operations and resource decision making should be left up to the incident's OSC; the ALC may make recommendations as appropriate.



MEXUSPAC Annex