



MEXUSGULF

Annex

(Inside front cover)

Letter of Understanding

1. The MEXUS Plan's Gulf of Mexico Regional Annex (MEXUSGULF Annex) is a complement 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*. 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 MEXUSGULF Annex is to augment the MEXUS Plan with regional details.
2. The development, implementation, and maintenance of the MEXUSGULF Annex is the joint responsibility of the Mexican Navy's First Naval Zone and the U.S. Coast Guard's Eighth District, which have the responsibility for formulating a Regional Joint Response Team and for conducting the 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 MEXUSGULF Annex remains in effect until it is modified by decision of the Participants or until the MEXUS Plan is discontinued in writing.
4. This MEXUSGULF Annex replaces the 2012 version.
5. The MEXUS Plan and its MEXUSGULF Annex are not legally binding and do not give rise to any rights or obligations under international law.

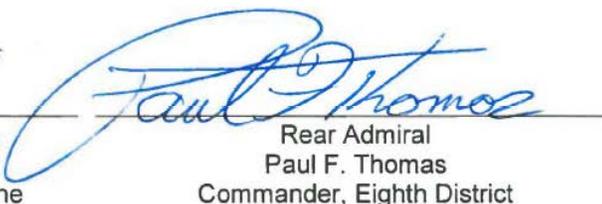
Signed on March 14, 2018 at New Orleans, Louisiana, United States, in two originals, one each in Spanish and English language, both translations being equally authentic.

FOR THE SECRETARIAT OF THE NAVY
OF THE UNITED MEXICAN STATES

FOR THE UNITED STATES COAST GUARD



Vicealmirante C.G. D.E.M.
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Record of Changes

Date	Section	Description	Changed By (email address)

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100 Introduction

Appendix (1) contains definitions of words and acronyms used in this MEXUSGULF 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 Marine Environment by Discharges of Hydrocarbons and Other Hazardous Substances* (MEXUS Plan).

The MEXUS Plan and the MEXUSGULF Annex are not legally binding; they do not affect the rights and obligations of Mexico or the U.S. 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 required under applicable law even when such action is not required or identified in this MEXUSGULF 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.

This MEXUSGULF Annex provides guidance with respect to communication and coordination processes that should be used to facilitate effective joint response when a pollution incident occurs in, or threatens, the Gulf of Mexico maritime border region of either country.

103 Geographic Limits

The geographic limits of this MEXUSGULF Annex encompass the entirety of the areas within the Gulf of Mexico under U.S. or Mexican jurisdiction, including the territorial sea, exclusive economic zone, and continental shelf of each country within 200 nautical miles of the baselines from which the breadth of its territorial sea is measured. The Participants also intend to cooperate consistent with this MEXUSGULF Annex with respect to areas of high seas in the Gulf of Mexico, to the extent consistent with international law.

103.1 Mexico

Mexico's area of jurisdiction for this MEXUSGULF Annex includes the SEMAR First (RN-1), Third (RN-3), and Fifth (RN-5) Region, as well as Mexico's continental shelf. The First Naval Zone (ZN-1) is located within RN-1 and is the primary lead for MEXUSGULF.

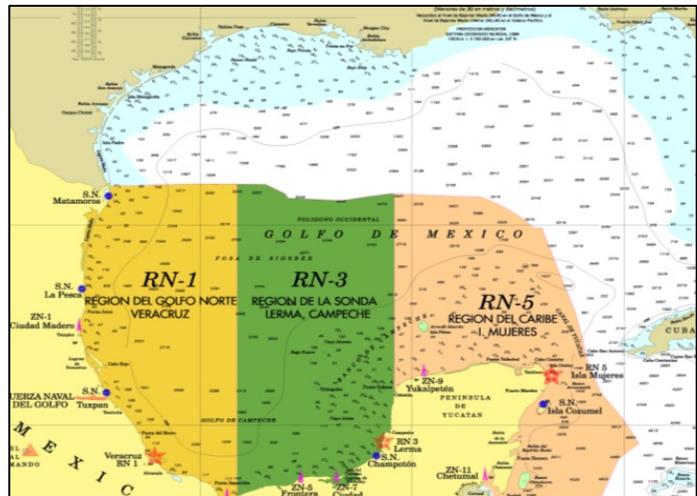


Figure 1

103.2 United States

The U.S. area of jurisdiction for this MEXUSGULF Annex includes the Eighth Coast Guard District and the U.S. continental shelf.

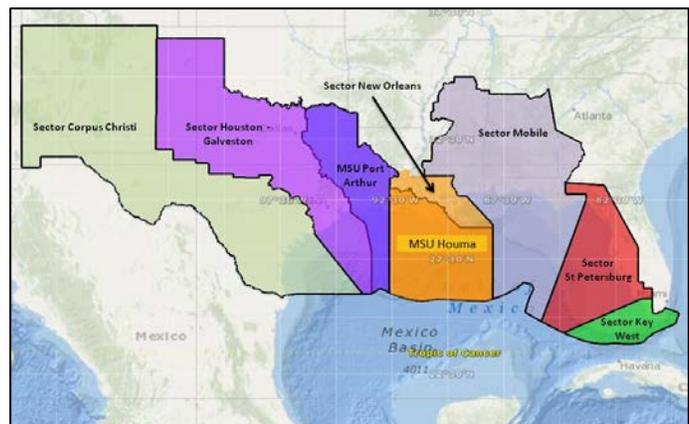


Figure 2

200 Coordination and Levels of Command

201 Principles for Response to Pollution Incidents

Response operations may be conducted in accordance with the provisions and the procedures of the national response system for each country. The national response systems are supplemented by procedures referenced in the MEXUS Plan and this MEXUSGULF 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 (SEMAR) and the U.S. 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 formed 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 Gulf of Mexico region, the functions and responsibilities of the Regional Chairs lie with the Commander SEMAR ZN-1 and Commander, USCG Eighth District. These functions and responsibilities for the USCG have been further delegated to the USCG Incident Management and Preparedness Advisor for the Eighth 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 respective counterpart when they determine that a joint response may be necessary. When they reach an agreement on whether to activate a joint response, 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 MEXUSGULF Annex, to plan exercises, and to conduct training.

205 Regional Coordinators

Each Regional Chair designates a Regional Coordinator. The Regional Coordinators are members of their respective command staffs who have MEXUSGULF coordination as a collateral duty.

For the USCG Eighth District, the MEXUSGULF Coordinator is also the Regional Response Team Coordinator. For SEMAR ZN-1, the Chief of the Department of Coordination of Programs Against Sea Pollution at the First Naval Zone.

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

A Regional Coordinator's functions and responsibilities include:

- a. Organizing the exchange of information between the two countries regarding oil spill and hazardous substance response and the MEXUSGULF Annex through annual meetings, training, and exercises;

-
- b. Maintaining the MEXUSGULF 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/Ministry of Foreign Affairs 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 MEXUSGULF Annex and present 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 MEXUSGULF Annex and all associated documents and job aids.

302 Meetings and Exercises

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

Formal meetings may be supplemented by meetings involving the Regional Chairs, Regional Coordinators, and other interested parties. Workgroups may also meet by phone or in person.

The MEXUSGULF 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 MEXUSGULF Annex.

303 Training

The Regional Chairs and Coordinators should ensure that field units who may be involved during a MEXUS activation are instructed on the MEXUS Plan and the MEXUSGULF 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 ICS doctrine, pollution response methods, and response technologies. Attendees are responsible for any registration and travel costs incurred.

304 Documentation

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

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 MEXUSPAC 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. 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 and this MEXUSGULF Annex 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 and this MEXUSGULF Annex 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 MEXUSGULF Regional Chairs. The Eighth 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). The ALC roles and responsibilities are covered within Appendix (4).

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 MEXUSGULF Annex should be resolved by the Regional Chairs through discussion and consensus. If the Regional Chairs are unable to resolve the issue, it should be referred through the chain-of-command for resolution. The Regional 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 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 MEXUSGULF Coordinator or ALC for your country.

Mexico	
Customs forms	http://www.sat.gob.mx/comext/Paginas/formasyformatos.aspx
Immigration forms	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 and http://www.puertoaltamira.com.mx/esps/0002027/lineas-navieras

United States	
Customs and immigration forms	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	https://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 SEMAR ZN-1 and USCG Eighth District can be reached as follows:

SEMAR ZN-1 Command and Control Center Ciudad Madero, Tamaulipas, Mexico	VHF-FM, Channel 16 (011) 52-833-2-15-79-15 zn1.sc2@semar.gob.mx
USCG Eighth District Command Center New Orleans, LA, USA	VHF-FM, Channel 16 (001) 504-589-6225 d8commandcenter@uscg.mil

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 unless otherwise determined.

600 Public Information

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

700 Funding

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

701 Incident-Related Activities

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

702 Non Incident-Related Activities

Each country covers its own costs for any activity not related to an oil spill or release of hazardous substance.

703 Assistance for Non-MEXUS Incidents

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

800 Review and Modifications

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

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

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

Appendix (1) Glossary

Words & Acronyms	Definitions
Activation	Initiation of a joint response in accordance with the MEXUS Plan and this MEXUSGULF 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.
D8	USCG Eighth District, New Orleans, Louisiana, USA. http://www.uscg.mil/D8/
Joint Response	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. The term Joint Response is synonymous with joint coordination, bi-national response, bi-national coordination, and coordinated response.
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	<u>Joint Contingency Plan between the Secretariat of the Navy of the United Mexican States and the United States Coast Guard regarding Pollution of the Marine Environment by</u>

Words & Acronyms	Definitions
	<u>Discharges of Hydrocarbons or Other Hazardous Substances.</u>
MEXUSGULF	The <u>Regional Annex</u> 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. <u>http://www.rtt9.org</u>
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 <u>National Oil and Hazardous Substances Pollution Contingency Plan</u> 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 the Spill of Hydrocarbons and Other Hazardous Substances Potentially Dangerous for Mexican Marine Zones</i> (the “Plan”), was published in the Federal Gazette, and states that SEMAR 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 <u>1992 Rio Declaration on Environment and Development</u> , 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

Words & Acronyms	Definitions
	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.
SEMAR	Secretariat of the Mexican Navy. http://www.semar.gob.mx/
USCG	United States Coast Guard. http://www.uscg.mil/
ZN-1	Secretariat of Navy, First Naval Zone, <i>Ciudad Madero, Tamaulipas, Mexico</i> .

Appendix (2) National and Regional Contacts

	Mexican Navy	U.S. Coast Guard
Notifications	Center for Command & Control (CC2) Mexican Navy Headquarters Mexico City, Mexico Tel: (011) 52-55-5624-6500 x1000/2000 (011) 52-55-5677-1119 Email: cc2_@semar.gob.mx	24-Hour Command Center National Response Center (NRC) U.S. Coast Guard Headquarters Washington, District of Columbia, USA Tel: (001) 202-267-2675 800-424-8802 <i>US only</i> Email: NRC@uscg.mil
MEXUS	Third Section (Operations) Mexican Navy Headquarters Mexico City, Mexico Tel: (011) 52-55-5624-6500 x7708/7207/7953/8430 Email: s3_ssoc@semar.gob.mx s3jemg@semar.gob.mx	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
MEXUSGULF	24-Hour Center for Command & Control (CC2) Mexican Navy First Naval Zone Ciudad Madero, Tamaulipas, Mexico Tel: (011) 52-833-215-7915 Email: zn1@semar.gob.mx	24-Hour Command Center 8 th Coast Guard District New Orleans, Louisiana, USA Tel: (001) 504-589-6225 Fax: (001) 504-671-2005 Email: D8CommandCenter@uscg.mil

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 (bbls) Volumen derramado		3.f.	Max Potential (bbls) Máximo potencial	
3.g.	Is Source Secured? ¿Se contuvo el derrame?		If Yes -Date/Time/Method Used to Secure En caso afirmativo -Fecha / Hora / Método usado para contener:		
	<input type="checkbox"/> Yes <input type="checkbox"/> No Sí		If No - Mitigation Measures Currently in Place / Si No - Medidas de mitigación actualmente en uso:		
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 de recibido		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 este formato 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 formato). 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 comando de incidente				
5.a.	Lead Agency Agencia encargada			
5.b.	Command Post location La ubicación del centro de comando del ICS			
5.c.	Request Advisory and Liaison Coordinator deployment? ¿Es necesario intercambiar un Coordinador, Asesor y Enlace?	<input type="checkbox"/> Yes Sí	<input type="checkbox"/> No	
6. Situation Assessment Evaluación de la situación				
6.a.	Current Assessment Situación 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 la fuente primaria				
7.a.	Name of Vessel/Facility Nombre del buque/instalación		7.f.	Length of Vessel Esloza 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. ¿Existen Buques adicionales involucrados? Si afirmativo, adjunte al final del formato.				
8. Pollutant Information Información sobre el 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 mancha
8.c.	Direction of Movement Dirección del movimiento		8.f.	Color
9. On-Scene Weather Conditions 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 contratista de respuesta				
10.a.	Has the responsible party retained a contractor? ¿La parte responsable ha empleado a un contratista?		10.b.	Contractor Name Nombre del contratista
	<input type="checkbox"/> Yes Sí	<input type="checkbox"/> No	10.c.	Contractor Capabilities/Resources requested Capacidades del 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 Incident Command Post of the other country, typically within 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

Bi-national experience has shown that, in instances of spills with international impacts, the 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 geographical 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.

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

- a. 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 report 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 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, regional, area, and local pollution contingency plans.
- b. Familiarity with available industry and government owned equipment.

-
- c. Familiarity with potential differences between U.S. and Mexico 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 position allows for the awareness of progress, issues, and constraints regarding the incident. 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 report to the OSC for their country, yet relay information through their counterpart ALC and/or the Regional Coordinator. For example, an ALC from the USCG will report 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, will report to the SEMAR OSC to provide advisory support and directly gather the operational information to pass back to the USCG OSC. The OSCs will ensure an incident-specific sponsor is identified to provide logistical support.

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 and general staff 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.

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MEXUSGULF

Annex

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