

OCTOBER 13, 2010

PRACTICES AND PROCEDURES

Respecting the

WINDSOR PORT AUTHORITY AND THE PORT OF WINDSOR

Preamble

These Practices and Procedures hereinafter set out are made pursuant to the *Canada Marine Act* Section 56, Subsection (1) (b), for the purposes of promoting safe and efficient navigation and environmental protection in the waters of Windsor Harbour. The practices and procedures are to be followed by all Ships while within the waters of Windsor Harbour and are to be considered as conditions of entry for Ships into Windsor Harbour. Except in an emergency, nothing in these Practices and Procedures shall supersede any requirements of the *Canada Marine Act*, the *Canada Shipping Act*, the *Pilotage Act*, the *Canadian Environment Protection Act, 1999*, the *Fisheries Act*, other federal acts, other provincial acts, or regulations made pursuant thereto.

1. **Short Title**

These Practices & Procedures may be cited as the **Windsor Port Authority Practices and Procedures**.

2. **Interpretation**

(a) In these Practices & Procedures, the following words or expressions shall have the following meanings:

“**Act**” means the *Canada Marine Act*, S.C. 1998, c. 10, as amended from time to time;

“**Authorization of the Authority**” means the consent or permission of the Authority, given in writing, or by electronic means;

“**Authority**” means the Windsor Port Authority;

“**Board**” means of the board of directors of the Authority;

“**Collision Regulations**” means the Collision Regulations promulgated pursuant to the *Canada Shipping Act*, CRC, Vol. XV, c. 1416;

“**Dangerous Goods**” means:

(i) all products, substances, or organisms which are defined as dangerous goods by the provisions of the

Transportation of Dangerous Goods Act, S.C. 1992, c. 34, as may be amended from time to time;

- (ii) all other goods which are defined as “dangerous goods” or “goods of a dangerous nature” in the *Canada Shipping Act*, R.S.C. 1985, C. S-9, as may be amended from time to time;
- (iii) all other goods, articles, materials and receptacles which are declared to be dangerous goods by the *Dangerous Goods Shipping Regulations*, SOR/81-951, as may be amended from time to time; and
- (iv) such other goods, products, substances, or organisms which the Board declares from time to time by resolution, to be dangerous goods for the purposes of these Practices and Procedures;

“Harbour Master” means the Harbour Master for the Authority, appointed by the Board with the power to control movement of ships within Windsor Harbour;

“Hazardous Substances” means any Contaminants, pollutants, dangerous or hazardous substances or materials and wastes as defined in or pursuant to the Environmental Protection Act 1999, Fisheries Act or any other Laws, Regulations, or Orders.

“Incident” shall have the meaning ascribed to it by the provisions of paragraph 5(b) hereof;

“Knots” means one nautical mile per hour over the ground or bed of the Windsor Harbour, being equal to 1.852 kilometers per hour;

“Marine Event” means any Ship, yacht or boat race, aquatic sporting event, or any other matter or event determined by the Harbour Master as likely to impact the safe and efficient navigation and environmental protection in the waters of Windsor Harbour;

“MCTS” means the Marine Communications and Traffic Services Centre, Sarnia, Ontario;

“Official Notices” means Notices to Shipping, Notices to Mariners, Safety Notships, Written Notships, and any other instructions or directions relating to recruiting systems, and navigation limitations and prohibitions broadcast, published, or issued by Canada Coast Guard under authority of the *Canada Shipping Act*, or any successor statute.

“Ojibway Anchorage” means that area within Canadian waters immediately north of Fighting Island and within the Port of Windsor as indicated on Chart 14848, also being commonly known as “Windsor Anchorage”;

“Patrol Vessel” means a Ship operated by the Harbour Master, the Windsor Police Services, the Royal Canadian Mounted Police, or the Ontario Provincial Police;

“Person” includes a partnership, an association and a body corporate;

“Ship” shall have the meaning ascribed to it by the provisions of the Act, being every description of boat or craft designed, used or capable of being used solely or partially for marine navigation, whether self-propelled or not, and without regard to the method of propulsion, and includes a sea-plane and a raft or boom of logs or lumber;

“Terminal” shall mean any marine facility within the Windsor Harbour where Ships which are commercial vessels may be berthed and/or cargo and passengers may be received or discharged;

“Toxic Substance” and **“Pollutant”** shall have the meanings ascribed to them by the provisions of the *Canadian Environmental Protection Act*, S.C. 1999, more particularly, ‘A substance that is entering or may enter the environment in amounts that may pose a risk to (a) the environment such as fish or wildlife, (b) the environment on which life depends such as water, air and soil and (c) human health.

“vessel” means a Ship;

“Windsor Harbour” means that certain parcel or tract of land covered by the water of part of the Detroit River and by the waters of part of Lake St. Clair which may be more particularly described as follows:

Commencing at a point where the ordinary high water line of the Detroit River intersects the Southerly boundary of the City of Windsor;

Thence Southerly and Westerly in a straight line to Fighting Island North light at the international boundary line between Canada and the United States of America in the Detroit River;

Thence Northerly and Easterly along the said international boundary line to a point where it intersects the Northerly production of the Westerly limit of the Town of Tecumseh, being the limit between Farm lots One Hundred and Forty Nine (149) and One Hundred and Fifty (150), Concession 1;

Thence Southerly following the Northerly production of the last mentioned limit to the ordinary high water line of Lake St. Clair;

Thence Westerly following the ordinary high water line of Lake St. Clair and continuing Westerly and Southerly following the ordinary high water line of the Detroit River to the place of beginning and all water front property, wharves, piers, docks, buildings, shores and beaches in or along the said waters.”

- (b) For the purposes hereof, a Ship is either a recreational vessel or a commercial vessel. A recreational vessel is a Ship used exclusively for recreational purposes. A commercial vessel is any other Ship other than a recreational vessel.

3. **Role of Harbour Master**

The Harbour Master is responsible for ensuring compliance with and enforcing the practices and procedures of the *Windsor Port Authority Practices and Procedures*. No person shall hinder or obstruct the Harbour Master or any of his assistants in the discharge of their duties hereunder, or fail to obey an order or direction of the Harbour Master or any of his assistants. Should the pilot, master or other person in charge of a Ship determine on a reasonable basis that such an order or direction would likely endanger the Ship, he will consult with the Harbour Master and together determine an appropriate approach. The Authority may enter into any arrangements with and use the services of MCTS, the Royal Canadian Mounted Police, the Ontario Provincial Police or the Windsor Police Services for the purpose of facilitating traffic control.

4. **Role of MCTS**

The MCTS maintains facilities which enable it to track the movement of and to communicate with Ships in the area of its jurisdiction including Windsor Harbour. In addition to providing vessel traffic services, MCTS coordinates and manages on behalf of the Authority the direction of the movement of Ships within Windsor Harbour. MCTS will pass instructions and directives to ships in the waters of the Port on behalf of the Windsor Port Authority. For the purposes hereof, instructions and directives of MCTS are to be treated as and are to carry the weight of instructions or directives made by the Harbour Master.

5. **Communications and Reporting**

- (a) All Ships that are commercial vessels operating within Windsor Harbour will monitor VHF radio channels 12 and 13. MCTS Sarnia monitors CH 16 VHF on behalf of vessels underway in the Port.
- (b) The Windsor Port Authority monitors VHF radio channel 14 during working hours (0900-1630 Monday-Friday).

- (c) The owner, master, or person in charge of a ship and/or the person responsible for a terminal involved in or cognizant of any of the Incidents within Windsor Harbour as described in Table 1 column a, shall forthwith deliver a verbal report of such Incident to the Authority followed by a written report in the format of Appendix A providing full details.

Provided, however, that a Transportation Safety Board of Canada (TSB) Report of Marine Occurrence/Hazardous Occurrence Report (TSB1808) may be filed in lieu of the report in Appendix “A”. Provided further that in either case, the Harbour Master may require such additional information as may be deemed necessary

- (d) Other organizations to be contacted by the ship and/or terminal are to include those organizations described in column c of Table 1 (current phone numbers are included in Appendix B.)
- (e) In addition to the foregoing practices and procedures involving communications and reporting, all Ships, Terminals and persons shall comply with the requirements of the Act, the *Canadian Shipping Act*, the *Canadian Environmental Protection Act* and any and all other applicable laws.

Table 1: Notification in Response to Ship and/or Terminal-Related Incident

INCIDENT Col. 'a'	NOTIFICATION OF PORT AUTHORITY BY SHIP AND OTHERS (#'s see Appendix B) Col. 'b' by the following:	OTHER ORGANIZATIONS TO BE NOTIFIED BY SHIP (#'s see Appendix B) Col. 'c'
Fire on Ship underway or at berth	Ship CCG Regional Operations Centre Transport Canada Marine Safety MCTS BY PHONE	9-1-1 MCTS By VHF Transport Canada Marine Safety US Coast Guard
An explosion on board ship underway or at berth or at a terminal	Ship CCG Regional Operations Centre Transport Canada Marine Safety MCTS BY PHONE	9-1-1 MCTS By VHF Transport Canada Marine Safety US Coast Guard
Accident on or alongside ship causing death or bodily injuries enough to prevent resumption of normal duties in 24 hours	Ship CCG Regional Operations Centre Transport Canada Marine Safety BY PHONE	9-1-1 MCTS By VHF Transport Canada Marine Safety US Coast Guard
A discharge of oil, or other contaminating substance by ship	Ship CCG Regional Operations Centre MCTS BY PHONE	MCTS* By VHF Canadian Coast Guard Spills 24 HR Action Centre (Primary) Ontario Ministry of Environment 24 Hour Spills Action Centre US Coast Guard
A discharge of oil or other contaminating	Terminal CCG Regional Operations Centre	MCTS Ontario Ministry of Environment 24

substance to the water by terminal	MCTS BY PHONE	HR Spills Action Centre (Primary) Canadian Coast Guard Spills 24 Hour Action Centre US Coast Guard
An occurrence affecting the security of a ship or terminal	Ship Transport Canada Marine Security MCTS BY PHONE	9-1-1 Transport Canada Marine Security MCTS US Coast Guard
A grounding of a ship or anchor drag in vicinity of DW Tunnel	Ship CCG Regional Operations Centre Transport Canada Marine Safety MCTS BY PHONE	MCTS By VHF Detroit Windsor Tunnel Transport Canada Marine Safety US Coast Guard
A collision involving a Ship with another Ship	Ship CCG Regional Operations Centre MCTS BY PHONE	MCTS By VHF Transport Canada Marine Safety US Coast Guard
A collision of a Ship with the Ambassador Bridge	Ship CCG Regional Operations Centre MCTS BY PHONE	MCTS By VHF Ambassador Bridge Transport Canada Marine Safety Detroit Windsor Tunnel US Coast Guard 9-1-1
Contact by a Ship with a wharf or any structure , which either causes damage to the Ship, wharf or structure, or is by the standards of normal seamanship not of a routine nature or consequence	Ship MCTS Terminal BY PHONE	MCTS By VHF TERMINAL Transport Canada Marine Safety
Criminal Activity	Ship Windsor Police	9-1-1

6. Speed Limits

- (a) No Ship exceeding twenty (20) metres in length shall navigate in Windsor Harbour at a speed exceeding 10.4 knots or 19.3 kilometers per hour.
- (b) No Ship shall navigate between Peche Island Channel Lighted Red Buoy DP2 at the lower end of Peche Island and Peche Island Channel Lighted Green Buoy DP5 at the upper end of Peche Island at a speed exceeding 5 knots or 9.3 kilometers per hour.
- (c) No Ship shall be operated in Windsor Harbour recklessly or negligently or at a speed or in a manner dangerous to the public having regard to all of the circumstances or without due concern and attention or without reasonable consideration for other persons using the Harbour.

7. **Movement of Ships**

- (a) The Harbour Master may direct the position that a Ship shall occupy in Windsor Harbour and where applicable the place where, manner in which, and the time at which the Ship shall be moved or moored. A Ship shall proceed forthwith to the position directed by the Harbour Master.

Should the pilot, master, or other person in charge determine on a reasonable basis that such movement would likely endanger the Ship, he will consult with the Harbour Master and together determine an appropriate approach. Any and all movement of the Ship will be at the expense of the owner of the vessel.

- (b) Ships navigating in Windsor Harbour will refer to Official Notices for possible operations in Windsor Harbour such as dredging, salvage work, and surface and sub-surface maintenance work, and other operations or matters involving safe and efficient navigation, and when encountering such operations or matters, Ships will pass at slow speed giving the operations as much sea room as possible.

8. **Anchoring**

- (a) The Authority in a **Memorandum of Understanding dated the 28th day of June, 2001, with Canadian Coast Guard**, has designated MCTS to monitor and grant permission to Ships to use the Ojibway Anchorage. Ships, to which such permission has been granted, other than tankers and tank barges, may remain in the anchorage for a maximum period of forty-eight (48) hours. Tankers and tank barges shall be permitted to remain in the anchorage for a maximum period of four (4) hours. Masters or pilots of all ships may request extensions of stays in the anchorage because of poor visibility, inclement weather, ice conditions, ship repairs or other conditions limiting safe navigation. Tankers or tank barges delivering or loading at Sterling Marine Fuels may also request an extension until such time as a berth is available at the Sterling Dock.

- (b) Ships other than recreational vessels shall not anchor outside of the limits of the Ojibway Anchorage when in Windsor Harbour, except with the Authorization of the Authority, or when the vessel is under distress or stress of weather. Ships which are with the Authorization of the Authority anchored outside the limits of Ojibway Anchorage shall move as soon as possible to the Ojibway Anchorage so that all navigation channels and Terminal approaches are clear. If a Ship is immobile and for mechanical reasons is unable to move, the master or pilot shall forthwith request instructions from the Harbour Master, who will determine what action shall be taken in consultation with Transport Canada, the United States Coast Guard, and the master or pilot of the Ship.

- (c) Recreational vessels shall not interfere with the safe passage of commercial vessels.

- (d) When at anchor in Windsor Harbour all Ships, other than recreational vessels, intending to engage in equipment or machinery tests, or the demobilization of main engines, steering gear or other shipboard systems that affect the Ship's propulsion or maneuverability:
 - (i) shall obtain Authorization of the Authority;
 - (ii) shall maintain a watch consisting of a licensed deck officer and a licensed engineer who shall take charge of the Ship in the event of an emergency, and
 - (iii) shall maintain a radio watch on VHF radio channels 12 and 13 and, in the event of any danger, accident, disturbance or fire, shall immediately raise an alarm and notify the Authority and all other appropriate authorities.

9. Berthing in Windsor Harbour

- (a) Ships, other than recreational vessels, that require a berth to conduct emergency repairs and are otherwise unable to anchor, shall request a berth from the Harbour Master or, in his absence, MCTS, who will assign a temporary berth, if available, at a Terminal or at Dieppe Park Wharf. The owner, operator or person in charge of the Ship shall pay to the terminal operator, or the owner of Dieppe Park Wharf (as the case may be), any applicable fees and reasonable expenses incurred as a result of the berthing.

- (b) A Ship may proceed directly to a private wharf or to Dieppe Park Wharf without authorization as aforesaid, where the owner of the wharf has authorized the Ship to berth.

- (c) When at a berth in Windsor Harbour, all Ships other than recreational vessels:
 - (i) shall, unless a self-unloading Ship, provide suitable gangways, clearly lighted at night for the use of persons boarding or disembarking the Ship;
 - (ii) shall from sunset to sunrise exhibit lights in accordance with applicable laws, regulations or orders;.
 - (iii) shall not leave a fire on board the Ship unwatched; and
 - (iv) shall be able to be contacted in the event of an emergency through

the facility security officer and the vessel security officer.

10. Handling Dangerous Goods

- (a) Placing, storing, handling or transportation of Dangerous Goods may only be undertaken in compliance with Transport Canada and *Transportation of Dangerous Goods Act* requirements, and under Authorization of the Authority.
- (b) No Ship transporting Dangerous Goods shall berth or anchor in Windsor Harbour without Authorization of the Authority. An application will be submitted to the Authority 10 days in advance by facsimile, email, or letter describing the Dangerous Goods to be loaded or unloaded, the requested berth or anchorage, date and eta and etd into/from the Port and special arrangements as required by Transport Canada, the *Transportation of Dangerous Goods Act*, other governing legislation and these Practices and Procedures. Providing further that notwithstanding the foregoing the Port Authority may grant Authorization on an annual basis to any ship or terminal which handles Dangerous Goods on a regular basis.
- (c) At all times while a Ship transporting Dangerous Goods is underway in the Port, visibility must be not less than one (1) nautical mile unless in the opinion of the pilot and master who are best judges of their vessel's navigational equipment, vessel seaworthiness and vessel characteristics, it is necessary and safe to be underway in poor visibility. Notwithstanding, Authorization of the Authority (or MCTS in emergency circumstance) is required to proceed to a berth or anchorage.
- (d) If unable to move under its own power, a Ship transporting Dangerous Goods shall ensure assist tugs are on standby to enable the Ship to get underway at all times while in Windsor Harbour; and
- (e) The hatches of a Ship transporting Dangerous Goods shall be closed at all times except during loading or unloading;
- (f) A Ship transporting Dangerous Goods or that is loading or unloading Dangerous Goods shall by day fly a red flag Bravo of not less than 1.2 metres square, and by night an all round red light at a height visible from all directions. When at anchor, the flag and all round red lights displayed shall be in addition to the lights and shapes otherwise required by the Collision Regulations as amended.
- (g) A Ship loading, unloading or transporting Dangerous Goods shall prominently display "No Smoking" signs aboard the Ship and on shore in the vicinity of the Ship.
- (h) No passengers other than crew members, invited guests of owner or operators of commercial vehicles being transported on board hazardous goods ferries, shall be carried on any Ship having on board Dangerous

Goods.

- (i) No person shall engage in or cause any other person to engage in any activity on board or near a Ship that has on board or is loading or unloading Dangerous Goods if such activity might cause a spark, fire or explosion or the discharge of Dangerous Goods or endanger persons or property in Windsor Harbour in any other manner; and
- (j) A person who is handling, loading or unloading Dangerous Goods onto or from a Ship shall provide, maintain and have ready for use fire extinguishing equipment and if any danger, accident or fire occurs on or near such Ship shall immediately notify the Authority and all other appropriate authorities.

MISCELLANEOUS

11. Obstruction

Except with the Authorization of the Authority and subject to such terms and conditions as the Authority may prescribe or impose:

- (a) No Ship shall be left, abandoned, set fire to, burned, scuttled, or broken up in Windsor Harbour. The Authority may move or caused to be moved any Ship that has been left or abandoned in Windsor Harbour. If the Authority incurs any expense (including legal fees) in so doing, such expense, together with interest and legal costs, shall be forthwith payable to the Authority by the owner of the Ship; and
- (b) No Ship while in Windsor Harbour shall:
 - (i) obstruct or otherwise encumber the channels in Windsor Harbour unless the Ship is, at the time, in the course of proceeding expeditiously to a berth within Windsor Harbour, and the obstruction or encumbrance is a necessary incident to the berthing,
 - (ii) obstruct or otherwise encumber any berth in Windsor Harbour unless with the privy and consent of the Terminal operator;
 - (iii) obstruct or impede the navigation or safe docking of any other Ships,
 - (iv) have a tow line, hawser, or any other thing made fast to a wharf or the shore of Windsor Harbour in a manner that unduly obstructs navigation of others, or
 - (v) obstruct the track of a ferry.

12. **Discharges**

- (a) Discharge of Pollutants or Toxic Substances other than ballast water into Windsor Harbour from a Ship or from a terminal shall be reported and handled in accordance with the *Environmental Protection Act, Fisheries Act Ontario Regulation 675/98 Classification and Exemption of Spills and Reporting of Discharges* and any other applicable legislation.
- (b) Ballast water will be handled in accordance with the *Ballast Water Control and Management Regulations*. as amended from time to time.

13. **Lights**

Except with the Authorization of the Authority and subject to such terms and conditions as the Authority may prescribe, no person shall place a light on any pier, wharf or dock within Windsor Harbour. The Authority may order the removal of any light so placed within the Port which in the opinion of the Authority may mislead navigators or render navigation difficult. The Authority may order the installation of lights on any pier, wharf, dock, or obstruction that the Authority considers to be necessary for safe and efficient navigation..

14. **Noise**

No person shall sound a whistle, horn or any other device in Windsor Harbour except where authorized by an Act of Parliament or a regulation made thereunder, or as provided in these Practices and Procedures.

15. **Water Skiing**

No Ship shall be used for the purpose of water skiing or surf riding between Peche Island Channel Lighted Red Buoy DP2 at the lower end of Peche Island and Peche Island Channel Lighted Green Buoy DP5 at the upper end of Peche Island

16. **Diving**

No underwater diving except by licensed law enforcement personnel, shall be conducted within the Windsor Harbour without the Authorization of the Authority. A request will be submitted to the Authority no less than 24 hours in advance by facsimile, email, letter or verbally in person or by phone. All authorized diving operations must be conducted in accordance with applicable regulations..

17. **Marine Events and Regattas**

Except with the Authorization of the Authority and subject to such conditions as the Authority may prescribe, no person shall conduct any Marine Event partially

or wholly within Windsor Harbour. As preconditions to the grant of the Authorization:

- (i) an application in the form prescribed by the Authority shall be submitted in writing by letter, email or facsimile to the Authority not less than thirty (30) days prior to the date on which the event is proposed to be conducted;
- (ii) the applicant shall indemnify and save harmless the Authority from any and all liabilities, losses, claims, actions and damages it may suffer in consequence of the conduct of the event;
- (iii) the applicant shall if required by the Authority, provide liability insurance in amounts and containing those terms, conditions and coverage as may be prescribed by the Authority; and
- (iv) such other documents, things or conditions as the Authority may from time to time require.

18. Pyrotechnics

- (a) Subject to subparagraph 18(b) hereof, the setting off or igniting of flares, other signaling devices , or fireworks within Windsor Harbour is prohibited without the Authorization of the Authority. As pre-conditions to the grant of the Authorization:
 - (i) an application in the form prescribed by the Authority shall be submitted in writing by letter, email, or facsimile to the Authority not less than thirty (30) days prior to the date on which the event is proposed to be conducted;
 - (ii) the applicant shall indemnify and save harmless the Authority from any and all liabilities, claims, actions and damages it may suffer in consequence of the conduct of the event;(iii) the applicant shall if required by the Authority, provide liability insurance in amounts and containing those terms, conditions, and coverage as may be prescribed by the Authority; and,
 - iii) the applicant shall if required by the Authority, provide liability insurance in amounts and containing those terms, conditions and coverage as may be prescribed by the Authority; and,
 - iv) such other documents, things, or conditions as the Authority may from time to time require.
- (b) Notwithstanding subparagraph 18 (a) hereof, a flare or signaling device may be set off or ignited in the case of an emergency or when a vessel is under distress or stress of weather.

19. **Notification and Communication**

Any report or notification required to be given to the Authority or the Harbour Master by the by the provisions hereof may be given at any time on a twenty-four (24) hours basis by telephone, facsimile transmission or other electronic means at the locations, or numbers set out in Schedule "A" hereto. Masters and pilots of Ships may make reports required by the Harbour Master to MCTS.

The authorities referred to in paragraph 5 (c) hereof, can be contacted by telephone at the numbers also set out in Schedule "A" hereto.

20. **Penalties**

A person who, or a Ship or terminal that does not comply with or violates these Practices and Procedures, or does not have the capacity to use the radio frequencies specified herein, is liable to the fine or penalty prescribed by section 59 of the Act. Where a Ship is prosecuted for non-compliance with these Practices and Procedures, it is sufficient proof to establish that the non-compliance was committed by the master of the Ship or any person aboard the Ship, whether or not the person on board has been identified. Where a terminal or Ship contravenes any of these Practices and Procedures, the owner or person in charge of the Ship or terminal is liable to the fine prescribed by section 59 of the Act.

APPENDIX “A” to Practices and Procedures of Windsor Port Authority

INCIDENT REPORT FORMAT

General Information		
Name of Ship/Terminal		
Person Providing Report		
Date and Time		
Location		
Type of Incident		
Was this a Security Incident?		
Description of Incident		
Action Taken		
Agencies Contacted	Person	Contact #
Description of Action Taken		

Description of Further Steps to be Taken		
Estimated Costs of Incident		
Damage to Ship/Terminal		
Costs of Resolving Incident		
Nature and Severity of Injuries Sustained by Others	Name and Employer	Nature and Severity of Injury
Other Pertinent Details		
Reporting Official		
Printed Name/Designation		
Signature		
Address		
Date		

Appendix “B” to Practice and Procedures of Windsor Port Authority

CONTACT INFORMATION

- Windsor Port Authority:
 - Telephone: 24 hrs (Follow Emergency prompts after hours)
519-258-5741
 - Facsimile 519-258-5905
 - Harbour Master Cell Phone 519-562-3032
 - Electronic Mail wpa@portwindsor.com
- Windsor Fire Department:
 - 9-1-1
- Windsor Police Services:
 - 9-1-1
- Royal Canadian Mounted Police:
 - Telephone: Windsor Detachment 519-948-5287
 - Telephone: Ops Communication Centre: 1-800-387-0020
- Ontario Provincial Police
 - Telephone: OPP Operations Centre 1-416-314-3723
- MCTS (Sarnia):
 - Marine Radio: Channel 12
 - Telephone: 1-519-337-6221
- Canadian Coast Guard Regional Operations Centre (24 HR) 1-800-265-0237
- U.S. Coast Guard Sector Detroit 1-313-568-9524
- Canadian Coast Guard Spill Line 1-800-265-0237
- Ontario 24 hour Spill Line 1-800-268-6060
- Ambassador Bridge Emergency 1-313-363-2875
- Detroit-Windsor Tunnel Emergency 519-258-7424 ext.300
- Transport Canada Marine Safety 1-519-383-1826
- Transport Canada Marine Security
 - National 1-877-455-0626
 - Ontario Region 1-800-268-0600
 - (Pager 91070)