

## AUGLÝSING

### um samning um samstarf um viðbúnað og viðbrögð gegn olíumengun sjávar á norðurslóðum.

Hinn 14. september 2015 var norska utanríkisráðuneytinu afhent staðfestingarskjal Íslands vegna samnings um samstarf um viðbúnað og viðbrögð gegn olíumengun sjávar á norðurslóðum sem gerður var í Kiruana 15. maí 2013. Samningurinn öðlaðist gildi 25. mars 2016.

Samningurinn er birtur sem fylgiskjal með auglýsingu þessari. Samningsviðaukar I-IV eru aðeins birtir á ensku í fylgiskjali með auglýsingu þessari samkvæmt heimild í 2. mgr. 4. gr. laga nr. 15/2005 um Stjórnartíðindi og Lögbirtingablað.

Þetta er hér með gert almenningi kunnugt.

*Utanríkisráðuneytinu, 9. desember 2021.*

F. h. r.  
**Martin Eyjólfsson.**

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*Anna Jóhannsdóttir.*

**Fylgiskjal.****SAMNINGUR  
UM SAMSTARF UM  
VIÐBÚNAÐ OG VIÐBRÖGÐ  
GEGN OLÍMENGUN SJÁVAR Á NORÐURSLÓÐUM**

Ríkisstjórn Kanada, ríkisstjórn konungsríkisins Danmerkur, ríkisstjórn Lýðveldisins Finnlands, ríkisstjórn Íslands, ríkisstjórn konungsríkisins Noregs, ríkisstjórn Rússneska sambandsríkisins, ríkisstjórn konungsríkisins Svíþjóðar og ríkisstjórn Bandaríkja Ameríku, hér á eftir nefndar „sammingsaðilar“,

SEM TAKA MIÐ AF viðeigandi ákvæðum hafréttarsamnings Sameinuðu þjóðanna frá 1982,

SEM ERU aðilar að alþjóðasamningi um viðbúnað og viðbrögð gegn olíumengun og samstarf þar um frá 1990,

TAKA EINNIG MIÐ AF alþjóðasamningi um íhlutun á úthafinu vegna óhappa sem valda, eða geta valdið, olíumengun, frá 1969,

TAKA ENN FREMUR MIÐ AF „mengunarbótareglunni“ sem almennri meginreglu sem beita skal,

MINNAST Ottawa-yfirlýsingarinnar um stofnun Norðurskautsráðsins frá 1996,

LEGGJA ÁHERSLU Á að í Nuuk-yfirlýsingunni, sem gerð var á sjöunda ráðherra fundi Norðurskautsráðsins árið 2011, hafi norðurskautsríkin átta ákveðið að koma á fót starfshópi til að undirbúa alþjóðlegan samning um viðbúnað og viðbrögð gegn olíumengun sjávar á norðurslóðum,

VIÐURKENNA hlutverk Alþjóðasiglingamálastofnunarinnar, einkum að því er varðar gerð og samþykkt viðbótarreglna og -staðla til þess að mæta þeirri sérstöku áhættu sem aðgerðir í umhverfi norðurslóða hafa í för með sér,

ERU SÉR MEÐVITANDI um þá ógn sem olíumengun sjávar hefur í för með sér fyrir berskjaldað umhverfi hafsins á norðurslóðum og lífsviðurværi nærsamfélaga og frumbyggjasamfélaga,

ERU MINNUGAR þess að eigi olíumengunaróhöpp sér stað sé skjótar og skilvirkar aðgerðir og samstarf sammingsaðila nauðsynlegt til þess að halda í lágmarki þeim skaða sem slíkt atvik gæti valdið,

VIÐURKENNA þær áskoranir sem hinar afskekktu norðurslóðir og óblíð skilyrði þar geta skapað fyrir aðgerðir vegna viðbúnaðar og viðbragða gegn olíumengun,

EINNIG MINNUGAR þeirrar aukningar sem orðið hefur á skipaumferð og annarri starfsemi manna á norðurslóðum, þ.m.t. athafnir íbúa á norðurslóðum og fólks sem leggur leið sína á norðurslóðir,

ENN FREMUR MINNUGAR þess að frumbyggjar, nærsamfélög, sveitar- og héraðsstjórnir sem og einstakir íbúar á norðurslóðum geta miðlað dýrmætum úrræðum, búnaði og þekkingu að því er varðar umhverfi hafsins á norðurslóðum til þess að styrkja viðbúnað og viðbrögð gegn olíumengun,

VIÐURKENNA EINNIG sérþekkingu og hlutverk ýmissa hagsmunaaðila að því er varðar viðbúnað og viðbrögð gegn olíumengun,

ERU SÉR MEÐVITANDI um þær skyldur sammingsaðila að vernda umhverfi hafsins á norðurslóðum og minnugar þess að fyrst og fremst sé þýðingarmikið að gera varúðarráðstafanir gegn olíumengun,

VIÐURKENNA AÐ AUKI mikilvægi vistkerfis sjávar á norðurslóðum og samvinnu í því skyni að stuðla að og hvetja til varðveislu og sjálfbærrar nýtingar haf- og strandsvæða og náttúruauðlinda þess,

LEGGJA ÁHERSLU á mikilvægi þess að skiptast á upplýsingum, gögnum og reynslu á sviði viðbúnaðar og viðbragða gegn olíumengun, einkum að því er varðar umhverfi á norðurslóðum, og um áhrif mengunar á umhverfið, auk þess að efna reglulega til sameiginlegrar þjálfunar og æfinga sem og sameiginlegra rannsókna og þróunar,

HAFA ORÐIÐ ÁSÁTTAR um eftirfarandi:

1. gr.

*Markmið samningsins.*

Markmið samnings þessa er að styrkja samstarf, samhæfingu og gagnkvæma aðstoð samningsaðila vegna viðbúnaðar og viðbragða gegn olíumengun sjávar á norðurslóðum í því skyni að vernda umhverfi hafsins fyrir mengun af völdum olíu.

2. gr.

*Hugtök og skilgreiningar.*

Í samningi þessum er merking eftirfarandi hugtaka sem hér segir:

1. „Olía“: jarðolía í hvaða formi sem er, þ.m.t. hráolía, brennsluolía, sori, olíuúrgangur og hreinsaðar afurðir.
2. „Mengunaróhapp“: atburður eða röð atburða af sama uppruna sem leiðir til eða getur leitt til losunar olíu og sem ógnar eða getur ógnað umhverfi hafsins, strandlengju eða tengdum hagsmunum eins eða fleiri ríkja og sem krefst neyðaraðgerða eða annarra tafarlausra viðbragða.
3. „Skip“: skip af hvaða gerð sem vera skal sem starfrækt er í umhverfi hafsins, þar á meðal spaða-bátar, svifnökkvar, sökkvanleg för og fljótandi för af hvaða gerð sem er.

3. gr.

*Gildissvið samningsins.*

1. Samningur þessi gildir um olíumengunaróhöpp sem verða á eða ógna hvaða hafsvæði sem er, þar sem ríki sem er aðili að samningnum hefur fullveldi, fullveldisréttindi eða lögsögu, þ.m.t. innsævi, landhelgi, efnahagslögsaga og landgrunn, í samræmi við reglur Þjóðaréttar, og liggur frá mörkum þess til suðurs sem hér segir:

**Kanada** – hafsvæði til norðurs frá 60 gráðum norður,

**Konungsríkið Danmörk, að meðtöldu Grænlandi og Færeyjum** – hafsvæðin norður af mörkum sérefnahagslögu Grænlands og fiskveiðisvæðis Færeyja til suðurs,

**Finnland** – hafsvæðin til norðurs frá 63 gráðum og 30 mínútum norður,

Ísland – hafsvæðin norður af suðurmörkum sérefnahagslögsögu Íslands,

**Noregur** – hafsvæðin norður af heimskautsbaugi,

**Rússneska sambandsríkið** – hafsvæðin norður af strandlengju Hvítahafs, Barentshafs, Karahafs, Laptev-hafs, Austur-Síberíuhafs og Chukchi-hafs og mynnum þeirra áa sem renna í þessi höf sjávarmegin við þær grunnlínur sem notaðar eru við ákvörðun á breidd landhelgi.

**Svíþjóð** – hafsvæðin til norðurs frá 63 gráðum og 30 mínútum norður og,

**Bandaríki Ameríku** – hafsvæðin sjávarmegin við grunnlínu frá landamærum Bandaríkjanna og Kanada við Beaufort-haf og eftir meginlandi Alaska að norðanverðu að Aleuta-eyjum, til norðurs frá 24 sjómílum suður af Aleuta-eyjum og, í Beringshafí, austan við mörk sérefnahagslögsögu Bandaríkjanna.

2. Hver samningsaðili skal einnig beita 6., 7., 8., 10. og 15. gr. og öðrum ákvæðum samnings þessa eftir því sem við á um svæði handan lögsögu allra ríkja, norður af mörkum þess til suðurs sem kveðið er á um í 1. mgr. þessarar greinar, að því marki er samræmist reglum Þjóðaréttar.
3. Samningur þessi gildir ekki um herskip, hjálparskip í flota eða önnur skip í ríkiseign eða skip starfrækt af ríkinu, sem eru um stundarsakir einungis nýtt í þágu hins opinbera til annars en í atvinnuskyni. Hver samningsaðili skal hins vegar, með því að samþykkja viðeigandi ráðstafanir sem skerða ekki rekstur eða afkastagetu slíkra skipa sem hann á eða starfrækir, tryggja að rekstur slíkra skipa sé í samræmi við samning þennan, svo fremi það sé eðlilegt og gerlegt.

## 4. gr.

*Kerfi fyrir viðbúnað og viðbrögð gegn olíumengun.*

1. Hver samningsaðili skal halda úti innlendu viðbragðskerfi sem bregst tafarlaust og af festu við olíumengunaróhöppum. Kerfi þetta skal taka mið af tiltekinni starfsemi og stöðum sem líklegast er að geti leitt til eða orðið fyrir olíumengunaróhappi og þeirri áhættu sem gert er ráð fyrir á svæðum sem hafa sérstaka vistfræðilega þýðingu og skal að minnsta kosti fela í sér innlenda viðbragðsáætlun eða -áætlanir fyrir viðbúnað og viðbrögð gegn olíumengun. Í slíkri viðbragðs-áætlun eða -áætlunum skal setja fram skipulagstengsl milli ýmissa stofnana sem eiga hlut að máli, hvort sem þær eru opinberar eða innan einkageirans, að teknu tilliti til viðmiðunarreglna sem gerðar eru í samræmi við samning þennan og aðra viðeigandi alþjóðasamninga.
2. Hver samningsaðili skal, eftir því sem við á, í samvinnu við aðra samningsaðila og aðila á sviði olíu- og sjóflutninga, hafnaryfirvöld og aðra viðeigandi aðila, koma á fót:
  - a) lágmarksbúnaði á fyrirfram ákveðnum stöðum til þess að verjast olíuleka, í samræmi við þá áhættu sem er fyrir hendi, og gera áætlanir um notkun hans,
  - b) æfingaáætlun fyrir stofnanir sem bregðast við olíumengun og þjálfun fyrir viðkomandi starfsfólk,
  - c) áætlunum og fjarskiptaleiðum í því skyni að bregðast við olíumengunaróhappi, og
  - d) kerfi eða fyrirkomulagi til þess að samhæfa viðbrögð við olíumengunaróhappi og getu til þess að grípa til nauðsynlegra úrræða ef við á.

## 5. gr.

*Stjórnvöld og tengiliðir.*

1. Innlent viðbragðskerfi hvers samningsaðila, sem ætlað er að bregðast tafarlaust og af festu við olíumengunaróhöppum, skal að minnsta kosti fela í sér tilnefningu á:
  - a) lögbæru innlendu stjórnvaldi eða stjórnvöldum sem bera ábyrgð á viðbúnaði og viðbrögðum gegn olíumengun,
  - b) innlendum tengiliðum eða tengiliðum sem starfa allan sólarhringinn og bera ábyrgð á sendingu og viðtöku tilkynninga um olíumengun og
  - c) stjórnvaldi eða stjórnvöldum sem eru til þess bær af hálfu samningsaðila að fara fram á aðstoð eða taka ákvörðun um að veita umbeðna aðstoð.
2. Aðilarnir sem hver samningsaðili tilnefnir skv. 1. mgr. þessarar greinar eru tilgreindir í viðbættum við samning þennan. Hver samningsaðili skal tafarlaust upplýsa hina samningsaðilana skriflega í gegnum lögbært stjórnvald sitt eða stjórnvöld og eftir diplómatisískum leiðum um allar breytingar á þessum tilnefningum. Viðbættum við samning þennan skal breytt til samræmis við það.

## 6. gr.

*Tilkynning.*

1. Þegar samningsaðila berast upplýsingar um olíumengun eða hugsanlega olíumengun skal hann ávallt:
  - a) leggja mat á atvikið í því skyni að ákvarða hvort um sé að ræða olíumengunaróhapp,
  - b) leggja mat á eðli, umfang og hugsanlegar afleiðingar olíumengunaróhappsins, þ.m.t. að grípa til viðeigandi ráðstafana innan ramma tiltækra úrræða til þess að greina hugsanlega uppsprettu þess, og
  - c) upplýsa að því búnu, án tafar, öll ríki sem verða fyrir áhrifum eða kunna að verða fyrir áhrifum af völdum slíks olíumengunaróhapps um það, ásamt
    - i. ítarlegum upplýsingum um mat sitt og allar aðgerðir sem hann hefur gripið til eða hyggst grípa til til þess að bregðast við atvikinu, þ.m.t. ráðstafanir til þess að draga úr áhættu, sem og
    - ii. frekari upplýsingar eftir því sem við á, þar til aðgerðum sem gripið var til vegna viðbragða við atvikinu er lokið eða að þau ríki sem um ræðir hafa tekið ákvörðun um sameiginlegar aðgerðir.
2. Gefi alvarleiki slíks olíumengunaróhapps tilefni til þess skal samningsaðilinn tilkynna öllum samningsaðilum um það án óþarfa tafar.

## 7. gr.

*Vöktun.*

1. Hver samningsaðili skal leitast við að annast viðeigandi vöktunarstarfsemi til þess að greina olíumengunaróhöpp á svæðum innan sinnar lögsögu og að því marki sem framast er unnt á aðliggjandi svæðum utan lögsögu allra ríkja.
2. Verði olíumengunaróhapp skal sá samningsaðili eða þeir samningsaðilar sem fyrir því verða, eftir því sem unnt er, vakta atvikið í því skyni að auðvelda skilvirkar og tímanlegar viðbragðsaðgerðir og lágmarka öll hugsanleg skaðleg umhverfisáhrif.
3. Samningsaðilarnir skulu leitast við að eiga samstarf um skipulagningu og framkvæmd vöktunar, einkum að því er varðar olíumengun sem berst yfir landamæri, m.a. með gerð tvíhliða eða marghliða samninga eða samkomulags.

## 8. gr.

*Aðstoðarbeiðnir og samhæfing og samstarf í viðbragðsaðgerðum.*

1. Samningsaðilum er heimilt að óska eftir aðstoð frá hvaða samningsaðila eða samningsaðilum sem er við að bregðast við olíumengunaróhappi.
2. Samningsaðilar sem óska eftir aðstoð skulu leitast við að tilgreina gerð og umfang þeirrar aðstoðar sem óskað er.
3. Samningsaðilar skulu vinna saman og veita aðstoð sem kann að felast í ráðgjöf, tæknilegum stuðningi, búnaði eða mannskap til þess að bregðast við olíumengunaróhappi, að fenginni beiðni þess samningsaðila sem hefur orðið fyrir því eða kann að verða fyrir því.

## 9. gr.

*Flutningur og brottflutningur hjálpargagna yfir landamæri.*

Hver samningsaðili skal í samræmi við innlend lög og þjóðarétt gera nauðsynlegar lagalegar ráðstafanir eða stjórnisýsluráðstafanir til þess að greiða fyrir:

- a) komu, nýtingu og brottför skipa, loftfara og annarra samgöngutækja, sem taka þátt í viðbragðsaðgerðum vegna olíumengunaróhapps, frá yfirráðasvæði sínu, eða flutningum á mannskap, farmi, efni og búnaði sem nauðsynlegur er til þess að fást við olíumengunaróhapp,
- b) skjótum flutningi til, í gegnum og frá yfirráðasvæði sínu á mannskap, farmi, efni, vörum vegna viðbragðsaðgerða og öðrum búnaði sem um getur í a-lið.

## 10. gr.

*Endurgreiðsla kostnaðar við aðstoð.*

1. Hafi ekki verið gerður tvíhliða eða marghliða samningur um fjárhagsráðstafanir vegna viðbragða samningsaðila gegn olíumengunaróhöppum áður en olíumengunaróhapp verður, skulu samningsaðilar bera kostnað af viðbragðsaðgerðum sínum gegn mengun í samræmi við a- eða b-lið. Þær meginreglur sem mælt er fyrir um í þessari málsgrein gilda nema samningsaðilarnir sem um ræðir komi sér saman um annað í einstöku tilviki.
  - a) Hafi samningsaðili gripið til aðgerða vegna þess að annar samningsaðili fór þess eindregið á leit skal samningsaðilinn sem bað um aðstoð endurgreiða samningsaðilanum sem veitti aðstoðina þann kostnað sem hlaut af aðgerðunum. Samningsaðili sem biður um aðstoð getur dregið beiðni sína til baka hvenær sem er en ef svo ber undir skal hann sjálfur bera þann kostnað sem þegar hefur fallið til eða stofnast hjá samningsaðila sem veitti aðstoðina.
  - b) Hafði samningsaðili gripið til aðgerða að eigin frumkvæði skal hann bera allan kostnað af þeim aðgerðum.
2. Kostnaður vegna aðgerða sem samningsaðili grípur til að beiðni annars samningsaðila skal að því er varðar endurgreiðslu reiknaður af sanngirni og í samræmi við núverandi lög og venjur þess samningsaðila sem veitti aðstoð nema samið sé um annað.
3. Samningsaðili sem veitir aðstoð skal vera þess reiðubúinn að láta af hendi, sé þess óskað, til samningsaðilans sem biður um aðstoð, gögn og upplýsingar um áætlaðan kostnað samningsaðila sem veitir aðstoð vegna hennar og um raunverulegan kostnað samningsaðila sem veitir aðstoð í kjölfar þess að aðstoð er veitt. Samningsaðili sem biður um aðstoð og samningsaðili sem veitir

aðstoð skulu, eftir því sem við á, eiga samstarf um að ljúka aðgerðum sem koma til vegna bóta-  
krafna.

4. Ákvæði samnings þessa skulu ekki túlkuð með þeim hætti að það hafi á nokkurn hátt áhrif á rétt samningsaðila til þess að endurheimta frá þriðja aðila kostnað sem fellur til vegna aðgerða gegn mengun eða gegn hættunni á mengun samkvæmt öðrum gildandi reglum landsréttar og þjóðaréttar. Alþjóðlegum gerningum og innlendum lögum um bótaábyrgð og bætur vegna skaða af völdum olíumengunar skal sérstakur gaumur gefinn.

## 11. gr.

*Sameiginleg endurskoðun á viðbragðsaðgerðum vegna olíumengunaróhapps.*

Að sameiginlegum viðbragðsaðgerðum loknum skulu samningsaðilarnir eftir megni leitast við að gera sameiginlega endurskoðun á aðgerðunum undir stjórn samningsaðilans eða samningsaðilanna sem samhæfðu aðgerðirnar. Samningsaðilarnir sem eiga þátt í sameiginlegri endurskoðun skulu skrá niðurstöður sínar og ályktanir og gera afrakstur þessarar sameiginlegu endurskoðunar aðgengilegan öllum, eftir því sem við á og í samræmi við þau innlendu lög sem við eiga.

## 12. gr.

*Samvinna og upplýsingaskipti.*

1. Samningsaðilar skulu efla samvinnu og upplýsingaskipti sem kunna að stuðla að skilvirkni aðgerða vegna viðbúnaðar og viðbragða gegn olíumengun. Slík samvinna og upplýsingaskipti geta m.a. falist í þeim efnisatriðum sem tilgreind eru í viðbættum við samning þennan.
2. Hver samningsaðili skal leitast við að gera upplýsingar sem veittar eru öðrum samningsaðilum skv. 1. mgr. þessarar greinar aðgengilegar öllum, með fyrirvara um reglur innlendra laga og þjóðaréttar.

## 13. gr.

*Sameiginlegar æfingar og hjálfun.*

1. Samningsaðilar skulu efla samvinnu og samhæfingu með því að leitast við að efna til sameiginlegra æfinga og hjálfunar, þ.m.t. viðvörunar- og útkallsæfingar, borðæfingar, æfingar í nýtingu búnaðar og aðrar viðeigandi aðgerðir.
2. Sameiginlegum æfingum og hjálfun skal ætlað að taka mið af fenginni reynslu.
3. Samningsaðilar skulu hafa hagsmunaaðila með í ráðum við undirbúning og framkvæmd sameiginlegra æfinga og hjálfunar.
4. Þegar sameiginlegar æfingar og hjálfun fer fram skulu samningsaðilar beita viðeigandi ákvæðum samnings þessa eftir því sem unnt er.

## 14. gr.

*Fundir samningsaðila.*

1. Samningsaðilar skulu koma saman til fundar, sem vörsluaðili boðar til, eigi síðar en ári eftir að samningur þessi öðlast gildi og upp frá því þegar samningsaðilar ákveða það. Á þessum fundum skulu samningsaðilar fara yfir mál sem varða framkvæmd samnings þessa, samþykkja viðbæta við samninginn eða breytingar á viðbættum eins og kveðið er á um í 20. gr. hans, eftir því sem við á, og íhuga önnur mál sem þeir ákveða. Samningsaðilum er heimilt að efna til slíkra funda í tengslum við fundi Norðurskautsráðsins.
2. Samningsaðilar skulu fjalla um og fara yfir rekstrarleg álitamál sem tengjast framkvæmd samnings þessa í gegnum lögbær stjórnvöld sín, í samvinnu við, eftir því sem við á, viðeigandi stofnanir, þ.m.t. en ekki eingöngu, Norðurskautsráðið. Til rekstrarlegra álitamála teljast, en þó ekki eingöngu, samvinna og skipti á fyrirliggjandi upplýsingum.

## 15. gr.

*Úrræði og búnaður.*

1. Ef ekki er sérstaklega kveðið á um annað í 10. gr. samnings þessa, eða um annað samið, skal hver samningsaðili bera eigin kostnað sem fellur til við framkvæmd samningsins.

2. Framkvæmd samnings þessa, nema 10. gr., skal háð getu samningsaðila og tiltækum viðeigandi úrræðum og búnaði.

## 16. gr.

*Tengsl við aðra alþjóðasamninga.*

Ekkert í samningi þessum skal túlkað þannig að það breyti réttindum og skyldum samningsaðila samkvæmt öðrum viðkomandi alþjóðasamningum eða hefðbundnum reglum þjóðaréttar eins og þær eru settar fram í hafréttarsamningi Sameinuðu þjóðanna frá 1982.

## 17. gr.

*Ríki sem ekki eiga aðild að samningnum.*

Hvaða samningsaðili sem er hefur heimild til þess að leita samstarfs, eftir því sem við á, við ríki sem ekki eiga aðild að samningi þessum en kunna að vera fær um að leggja af mörkum til aðgerða sem fyrirséðar eru í samningnum, í samræmi við reglur þjóðaréttar.

## 18. gr.

*Lausn deilumála.*

Samningsaðilar skulu leysa allar deilur sem varða beitingu og túlkun samnings þessa með beinum viðræðum.

## 19. gr.

*Breytingar á samningnum.*

1. Heimilt er að breyta samningi þessum með skriflegu samkomulagi allra samningsaðila.
2. Breyting skal öðlast gildi þegar 120 dagar eru liðnir frá þeim degi er vörsluaðilinn veitti viðtöku skriflegri orðsendingu eftir diplómátskum leiðum þess efnis að samningsaðilar hafi lokið lögformlegri innlendri málsmeðferð sem nauðsynleg er til þess að hún öðlist gildi.

## 20. gr.

*Viðbætar.*

1. Viðbætar við samning þennan teljast ekki óaðskiljanlegur hluti hans og eru ekki lagalega bindandi.
2. Þegar samningsaðilar koma saman til fundar eins og um getur í 14. gr. samnings þessa er þeim heimilt að samþykka fleiri viðbæta eða breytingar á fyrirliggjandi viðbætum, að undanskildum þeim viðbætum sem um getur í 5. gr. samnings þessa og heimilt er að breyta eins og kveðið er á um í þeirri grein.

## 21. gr.

*Viðmiðunarreglur um verklag.*

1. Samningsaðilar skulu vinna og viðhalda viðmiðunarreglum um verklag til aðstoðar við skilvirka framkvæmd samnings þessa. Viðmiðunarreglur um verklag munu fylgja viðbætum við samning þennan og taka breytingum eftir því sem við á.
2. Í viðmiðunarreglum um verklag skal m.a. fjallað um eftirfarandi atriði:
  - a) kerfi og form tilkynninga, beiðna um aðstoð og annarra tengdra upplýsinga,
  - b) veitingu aðstoðar, auk samhæfingar og samvinnu í viðbragðsaðgerðum þar sem fleiri en einn samningsaðili á hlut að máli, þ.m.t. svæði handan lögsögu allra ríkja,
  - c) flutning og brottflutning hjálpargagna yfir landamæri,
  - d) starfshættir við framkvæmd sameiginlegrar endurskoðunar á viðbragðsaðgerðum vegna olíu-mengunaróhapps,
  - e) starfshætti við framkvæmd sameiginlegra æfinga og þjálfunar, og
  - f) endurgreiðslu kostnaðar vegna aðstoðar.
3. Samningsaðilar skulu ráðfæra sig við viðeigandi hagsmunaaðila eftir því sem við á við vinnslu og breytingar á viðmiðunarreglum um verklag.

## 22. gr.

*Beiting til bráðabirgða, gildistaka og uppsögn.*

1. Hverjum undirritunaraðila sem tilkynnir vörsluaðilanum ætlun sína með skriflegri yfirlýsingu er heimilt að beita samningi þessum til bráðabirgða. Slíkur undirritunaraðili skal beita samningi þessum til bráðabirgða frá dagsetningu hinnar skriflegu yfirlýsingar eða frá þeim degi sem fram kemur í yfirlýsingu hans.
2. Samningur þessi skal öðlast gildi þegar 30 dagar eru liðnir frá þeim degi er vörsluaðilinn veitti viðtöku síðustu skriflegu orðsendingunni eftir diplómátskum leiðum þess efnis að samningsaðilar hafi lokið lögformlegri innlendri málsmeðferð sem nauðsynleg er til þess að hann öðlist gildi.
3. Hverjum samningsaðila er hvenær sem er heimilt að segja upp samningi þessum með því að senda skriflega tilkynningu þess efnis til vörsluaðila eftir diplómátskum leiðum með a.m.k. sex mánaða fyrirvara, þar sem dagsetning uppsagnarinnar er tilgreind nákvæmlega. Uppsögn samnings þessa skal ekki hafa áhrif á beitingu þeirra samningsaðila sem eftir eru á samningnum.
4. Uppsögn samningsins af hálfu samningsaðila skal ekki hafa áhrif á skyldur þess samningsaðila að því er varðar aðgerðir sem falla undir samninginn þar sem þær skyldur leiddi af samningnum fyrir gildistöku dags uppsagnarinnar.

## 23. gr.

*Vörsluaðili.*

Ríkisstjórn Noregs skal vera vörsluaðili samnings þessa.

GJÖRT í Kiruna hinn 15. maí 2013, á ensku, frönsku og rússnesku og eru allir textar jafngildir. Vinnutungumál samnings þessa er enska, sem er tungumálið sem notað var í samningaviðræðum.

Leona Aglukkaq  
Fyrir hönd ríkisstjórnar Kanada,  
Ráðherra norðurskautsmála

Carl Bildt  
Fyrir hönd ríkisstjórn Svíðþjóðar  
Utanríkisráðherra

Villy Søvnald  
Fyrir hönd ríkisstjórnar Danmerkur  
Utanríkisráðherra

Hermann Örn Ingólfsson  
Fyrir hönd ríkisstjórnar Íslands  
Sviðsstjóri

Erkki Tuomioja  
Fyrir hönd ríkisstjórnar Finnlands  
Utanríkisráðherra

Sergey Lavrov  
Fyrir hönd ríkisstjórnar Rússlands  
Utanríkisráðherra

Espen Barth Eide  
Fyrir hönd ríkisstjórnar Noregs  
Utanríkisráðherra

John F Kerry  
Fyrir ríkisstjórn Bandaríkjana  
Utanríkisráðherra



AGREEMENT  
**on Cooperation on Marine Oil Pollution  
Preparedness and Response in the Arctic**

*The Government of Canada, the Government of the Kingdom of Denmark, the Government of the Republic of Finland, the Government of Iceland, the Government of the Kingdom of Norway, the Government of the Russian Federation, the Government of the Kingdom of Sweden, and the Government of the United States of America, hereinafter referred to as “the Parties”,*

*Taking into account* the relevant provisions of the 1982 United Nations Convention on the Law of the Sea,

*Being* Parties to the 1990 International Convention on Oil Pollution Preparedness, Response and Co-operation,

*Taking also into account* the 1969 International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties,

*Taking further into account* the “polluter pays” principle as a general principle to be applied,

*Recalling* the 1996 Ottawa Declaration on the Establishment of the Arctic Council,

*Highlighting* that in the 2011 Nuuk Declaration on the occasion of the Seventh Ministerial Meeting of the Arctic Council, ministers representing the eight Arctic States decided to establish a Task Force to develop an international instrument on Arctic marine oil pollution preparedness and response,

*Acknowledging* the role of the International Maritime Organization, in particular in the development and adoption of additional rules and standards to address risks specific for operations in the Arctic environment,

*Conscious* of the threat from marine oil pollution to the vulnerable Arctic marine environment and to the livelihoods of local and indigenous communities,

*Mindful* that in the event of an oil pollution incident, prompt and effective action and cooperation among the Parties is essential in order to minimize damage that may result from such an incident,

*Recognizing* the challenges posed by harsh and remote Arctic conditions on oil pollution preparedness and response operations,

*Mindful also* of the increase in maritime traffic and other human activities in the Arctic region, including activity of Arctic residents and of people coming to the Arctic,

*Mindful* further that indigenous peoples, local communities, local and regional governments, and individual Arctic residents can provide valuable resources and knowledge regarding the Arctic marine environment in support of oil pollution preparedness and response,

*Recognizing also* the expertise and roles of various stakeholders relating to oil pollution preparedness and response,

*Aware* of the Parties’ obligation to protect the Arctic marine environment and *mindful* of the importance of precautionary measures to avoid oil pollution in the first instance,

*Recognizing* further the importance of the Arctic marine ecosystem and of cooperation to promote and encourage the conservation and sustainable use of the marine and coastal environment and its natural resources,

*Emphasizing* the importance of exchanging information, data and experience in the field of marine oil pollution preparedness and response, especially regarding the Arctic environment, and on the effects of pollution on the environment, and of regularly conducting joint training and exercises, as well as joint research and development,

*Have agreed as follows:*

#### Article 1

##### *Objective of this Agreement*

The objective of this Agreement is to strengthen cooperation, coordination and mutual assistance among the Parties on oil pollution preparedness and response in the Arctic in order to protect the marine environment from pollution by oil.

#### Article 2

##### *Terms and Definitions*

For the purposes of this Agreement:

1. "Oil" means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products.
2. "Oil pollution incident" means an occurrence or series of occurrences having the same origin, which results or may result in a discharge of oil and which poses or may pose a threat to the marine environment, or to the coastline or related interests of one or more states, and which requires emergency action or other immediate response.
3. "Ship" means a vessel of any type whatsoever operating in the marine environment and includes hydrofoil boats, air-cushion vehicles, submersibles, and floating craft of any type.

#### Article 3

##### *Scope of Application of this Agreement*

1. This Agreement shall apply with respect to oil pollution incidents that occur in or may pose a threat to any marine area over which a State whose government is a Party to this Agreement exercises sovereignty, sovereign rights or jurisdiction, including its internal waters, territorial sea, exclusive economic zone and continental shelf, consistent with international law and above a southern limit as follows:

**Canada** – marine areas above 60 degrees North;

**The Kingdom of Denmark, including Greenland and the Faroes** – marine areas above the southern limit of the Greenland exclusive economic zone and the Faroese fisheries zone;

**Finland** – marine areas above 63 degrees 30 minutes North;

**Iceland** – marine areas above the southern limit of the exclusive economic zone of Iceland;

**Norway** – marine areas above the Arctic Circle;

**The Russian Federation** – marine areas above the coastlines of the White Sea, the Barents Sea, the Kara Sea, the Laptev Sea, the East Siberian Sea and the Chukchi Sea, and the mouths of the rivers flowing into these seas seaward of the baselines from which the breadth of the territorial sea is measured;

**Sweden** – marine areas above 63 degrees 30 minutes North; and

**The United States of America** – Marine areas seaward of the coastal baseline from the border between the United States and Canada at the Beaufort Sea along the north side of the mainland of Alaska to the Aleutian Islands, above 24 nautical miles south of the Aleutian Islands, and, in the Bering Sea, east of the limits of the exclusive economic zone of the United States.

2. Each Party shall also apply Articles 6, 7, 8, 10, and 15 and other provisions of this Agreement as appropriate to areas beyond the jurisdiction of any State, above the southern limit set forth in paragraph 1 of this Article, to the extent consistent with international law.
3. This Agreement shall not apply to any warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on government non-commercial service. However, each Party shall ensure by the adoption of appropriate measures not impairing the operations or operational capabilities of such ships owned or operated by it, that such ships act in a manner consistent, so far as is reasonable and practicable, with this Agreement.

## Article 4

## Systems for Oil Pollution Preparedness and Response

1. Each Party shall maintain a national system for responding promptly and effectively to oil pollution incidents. This system shall take into account particular activities and locales most likely to give rise to or suffer an oil pollution incident and anticipated risks to areas of special ecological significance, and shall include at a minimum a national contingency plan or plans for preparedness and response to oil pollution incidents. Such contingency plan or plans shall include the organizational relationship of the various bodies involved, whether public or private, taking into account guidelines developed pursuant to this Agreement and other relevant international agreements.
2. Each Party, as appropriate, in cooperation with other Parties and with the oil and shipping industries, port authorities and other relevant entities, shall establish:
  - a) a minimum level of pre-positioned oil spill combating equipment, commensurate with the risk involved, and programs for its use;
  - b) a program of exercises for oil pollution response organizations and training of relevant personnel;
  - c) plans and communications capabilities for responding to an oil pollution incident; and
  - d) a mechanism or arrangement to coordinate the response to an oil pollution incident with, if appropriate, the capabilities to mobilize the necessary resources.

## Article 5

*Authorities and Contact Points*

1. Each Party's national system for responding promptly and effectively to oil pollution incidents shall include as a minimum the designation of:
  - a) the competent national authority or authorities with responsibility for oil pollution preparedness and response;
  - b) the national 24-hour operational contact point or points, which shall be responsible for the receipt and transmission of oil pollution reports; and
  - c) an authority or authorities entitled to act on behalf of the Party to request assistance or to decide to render the assistance requested.
2. The entities designated by each Party pursuant to paragraph 1 of this Article are specified in Appendices to this Agreement. Each Party shall promptly inform the other Parties in writing through its competent national authority or authorities and through diplomatic channels of any changes to those designations. The Appendices to this Agreement shall be modified accordingly.

## Article 6

*Notification*

1. Whenever a Party receives information on oil pollution, or possible oil pollution, it shall:
  - a) assess the event to determine whether it is an oil pollution incident;
  - b) assess the nature, extent and possible consequences of the oil pollution incident, including taking appropriate steps within available resources to identify possible sources; and
  - c) then, without delay, inform all States whose interests are affected or likely to be affected by such oil pollution incident, together with
    - i. details of its assessments and any action it has taken, or intends to take, to deal with the incident, including mitigation measures, and
    - ii. further information as appropriate, until the action taken to respond to the incident has been concluded or until joint action has been decided by such States.
2. When the severity of such oil pollution incident so justifies, the Party shall notify all the other Parties without unnecessary delay.

## Article 7

*Monitoring*

1. Each Party shall endeavor to undertake appropriate monitoring activities in order to identify oil pollution incidents in areas under its jurisdiction and, to the extent feasible, in adjacent areas beyond the jurisdiction of any State.
2. In the event of an oil pollution incident, the Party or Parties affected shall, to the extent possible, monitor the incident to facilitate efficient and timely response operations and to minimize any adverse environmental impacts.
3. The Parties shall endeavor to cooperate in organizing and conducting monitoring, especially regarding transboundary oil pollution, *inter alia*, through conclusion of bilateral or multilateral agreements or arrangements.

## Article 8

*Requests for Assistance and Coordination and Cooperation in Response Operations*

1. The Parties may request assistance from any other Party or Parties to respond to an oil pollution incident.
2. The Parties requesting assistance shall endeavor to specify the type and extent of assistance requested.
3. The Parties shall cooperate and provide assistance, which may include advisory services, technical support, equipment or personnel, for the purpose of responding to an oil pollution incident upon the request of any Party affected or likely to be affected.

## Article 9

*Movement and Removal of Resources across Borders*

In accordance with applicable national and international law, each Party shall take the necessary legal or administrative measures to facilitate:

- a) the arrival and utilization in, and departure from, its territory of ships, aircraft and other modes of transport engaged in responding to an oil pollution incident or transporting personnel, cargoes, materials and equipment required to deal with an oil pollution incident;
- b) the expeditious movement into, through, and out of its territory of personnel, cargoes, materials, response supplies and other equipment referred to in subparagraph (a).

## Article 10

*Reimbursement of Costs of Assistance*

1. Unless an agreement concerning the financial arrangements governing actions of the Parties to deal with oil pollution incidents has been concluded on a bilateral or multilateral basis prior to an oil pollution incident, the Parties shall bear the costs of their respective actions in dealing with pollution in accordance with subparagraph (a) or subparagraph (b). The principles laid down in this paragraph apply unless the Parties concerned otherwise agree in any individual case.
  - a) If the action was taken by one Party at the express request of another Party, the requesting Party shall reimburse to the assisting Party the cost of its action. The requesting Party may cancel its request at any time, but in that case it shall bear the costs already incurred or committed by the assisting Party.
  - b) If the action was taken by a Party on its own initiative, this Party shall bear the costs of its action.
2. Unless otherwise agreed, the costs of action taken by a Party at the request of another Party shall be fairly calculated according to the law and current practice of the assisting Party concerning the reimbursement of such costs.
3. The assisting Party shall be prepared to provide upon request documentation and information to the requesting Party on the assisting Party's estimated costs for the assistance and on the assisting Party's actual costs following the provision of any assistance. The Party requesting assistance and the assisting Party shall, where appropriate, cooperate in concluding any action in response to a compensation claim.

4. The provisions of this Agreement shall not be interpreted as in any way prejudicing the rights of Parties to recover from third parties the costs of actions to deal with pollution or the threat of pollution under other applicable rules of national and international law. Special attention shall be paid to international instruments and national law on liability and compensation for oil pollution damage.

#### Article 11

##### *Joint Review of Oil Pollution Incident Response Operations*

After a joint response operation, the Parties shall make best efforts to conduct a joint review of the operation, led by the Party or Parties that coordinated the operation. Where appropriate, and subject to relevant national law, Parties involved in a joint review should document their findings and conclusions and make the results of such joint review publicly available.

#### Article 12

##### *Cooperation and Exchange of Information*

1. The Parties shall promote cooperation and exchange of information that may serve to improve the effectiveness of oil pollution preparedness and response operations. Such cooperation and information exchange may include, *inter alia*, the topics identified in the Appendices to this Agreement.
2. Each Party, subject to its national law and international law, should endeavor to make information provided to other Parties under paragraph 1 of this Article publicly available.

#### Article 13

##### *Joint Exercises and Training*

1. The Parties shall promote cooperation and coordination by endeavoring to carry out joint exercises and training, including alerting or call-out exercises, table-top exercises, equipment deployment exercises, and other relevant activities.
2. Joint exercises and training should be designed to incorporate lessons learned.
3. Where appropriate, the Parties should include stakeholders in the planning and execution of joint exercises and training.
4. When conducting joint exercises and training, the Parties should apply the relevant provisions of this Agreement to the extent possible.

#### Article 14

##### *Meetings of the Parties*

1. The Parties shall meet no later than one year after the entry into force of this Agreement, as convened by the depositary, and from then on as decided by the Parties. At these meetings, the Parties shall review issues related to the implementation of this Agreement, adopt Appendices to this Agreement or modifications to the Appendices as provided in Article 20 of this Agreement, as appropriate, and consider any other issues as decided by the Parties. Parties may elect to convene such meetings in conjunction with meetings of the Arctic Council.
2. On a regular basis the Parties through their competent national authorities shall discuss and review operational issues related to the implementation of this Agreement, in cooperation, as appropriate, with relevant bodies including but not limited to the Arctic Council. Operational issues include, but are not limited to, cooperation and exchange of available information.

#### Article 15

##### *Resources*

1. Except as otherwise provided in Article 10 of this Agreement or otherwise agreed, each Party shall bear its own costs deriving from its implementation of this Agreement.
2. Implementation of this Agreement, except for Article 10, shall be subject to the capabilities of the Parties and the availability of relevant resources.

## Article 16

*Relationship with Other International Agreements*

Nothing in this Agreement shall be construed as altering the rights or obligations of any Party under other relevant international agreements or customary international law as reflected in the 1982 United Nations Convention on the Law of the Sea.

## Article 17

*Non-Parties*

Any Party may, where appropriate, seek cooperation with States not party to this Agreement that may be able to contribute to activities envisaged in this Agreement, consistent with international law.

## Article 18

*Settlement of Disputes*

The Parties shall resolve any disputes concerning the application or interpretation of this Agreement through direct consultations.

## Article 19

*Amendments to this Agreement*

1. This Agreement may be amended by written agreement of all the Parties.
2. An amendment shall enter into force 120 days after the date on which the depositary has received the last written notification through diplomatic channels that the Parties have completed the internal procedures required for its entry into force.

## Article 20

*Appendices*

1. The Appendices to this Agreement do not constitute an integral part of this Agreement and are not legally binding.
2. At meetings of the Parties referred to in Article 14 of this Agreement, the Parties may adopt additional Appendices or modifications to existing Appendices, except for those Appendices referred to in Article 5 of this Agreement, which may be modified as provided therein.

## Article 21

*Operational Guidelines*

1. The Parties shall develop and maintain a set of Operational Guidelines to assist in the implementation of this Agreement. The Operational Guidelines will be included among the Appendices to this Agreement and be modified as appropriate.
2. The Operational Guidelines shall address, *inter alia*, the following topics:
  - a) a system and formats for notification, requests for assistance, and other related information;
  - b) provision of assistance, as well as coordination and cooperation in response operations involving more than one Party, including in areas beyond the jurisdiction of any State;
  - c) movement and removal of resources across borders;
  - d) procedures for conducting joint reviews of oil pollution incident response operations;
  - e) procedures for conducting joint exercises and training; and
  - f) reimbursement of costs of assistance.
3. In developing and modifying the Operational Guidelines, the Parties shall seek input from relevant stakeholders as appropriate.

## Article 22

*Provisional application, Entry into Force and Withdrawal*

1. This Agreement may be applied provisionally by any signatory that provides a written statement to the depositary of its intention to do so. Any such signatory shall apply this Agreement provisionally from the date of its statement or from such other date as indicated in its statement.

2. This Agreement shall enter into force 30 days after the date of receipt by the depositary of the last written notification through diplomatic channels that the Parties have completed the internal procedures required for its entry into force.
3. Any Party may at any time withdraw from this Agreement by sending written notification thereof to the depositary through diplomatic channels at least six months in advance, specifying the effective date of its withdrawal. Withdrawal from this Agreement shall not affect its application among the remaining Parties.
4. Withdrawal from this Agreement by a Party shall not affect the obligations of that Party with regard to activities undertaken under this Agreement where those obligations have arisen prior to the effective date of withdrawal.

Article 23

*Depositary*

The Government of Norway shall be the depositary for this Agreement.

DONE at Kiruna this 15 day of May, 2013, in the English, French and Russian languages, all texts being equally authentic. The working language of this Agreement shall be English, the language in which this Agreement was negotiated.

Leona Aglukkaq  
For the Government of Canada,  
Minister for the Arctic Council

Carl Bildt  
For the Government of Sweden  
Minister of Foreign Affairs

Villy Søvndal  
For the Government of Denmark  
Minister of Foreign Affairs

Hermann Örn Ingólfsson,  
For the Government of Iceland  
Director General

Erkki Tuomioja  
For the Government of Finland  
Minister of Foreign Affairs

Sergey Lavrov  
For the Government of the Russian Federation  
Minister of Foreign Affairs

Espen Barth Eide  
For the Government of Norway  
Minister of Foreign Affairs

John F Kerry  
For the Government of the United States of America  
Secretary of State

**APPENDIX I**  
**Competent National Authorities**

The Competent National Authorities of the Parties with responsibility for oil pollution preparedness and response are:

**Canada**

(For Marine Oil Spill Preparedness and Response)

The Canadian Coast Guard  
Department of Fisheries and Oceans  
Director General, Program Requirements  
200 Kent Street  
Ottawa, Ontario K1A 0E6  
Tel: 011 +1-613-993-7728

Transport Canada  
Marine Safety and Security  
Director General  
330 Sparks Street  
Ottawa, Ontario K1A 0N5  
Tel: 011 +1-613-998-0610

(For Offshore Unit and Pipeline-source Pollution)

The National Energy Board  
Business Leader, Operations  
444 Seventh Avenue SW  
Calgary, Alberta T2P 0X8  
24/7 Tel: 011 + 1-403-807-9473

**Kingdom of Denmark, including Greenland and the Faroes**

Danish Ministry of Defense (marine pollution outside 3NM of baseline, Greenland)  
Holmens Kanal 42  
1060  
Copenhagen, Denmark  
Phone: +45 33923320  
Email: fmn@fmn.dk

Greenland Ministry of Domestic Affairs, Nature and Environment  
(marine pollution inside 3NM of baseline, Greenland)  
Imaneq IA-201  
3900  
Nuuk, Greenland

Greenland Bureau of Minerals and Petroleum  
(marine pollution from mineral resources activities, Greenland)  
Imaneq IA-201  
3900  
Nuuk, Greenland

Faroese Ministry of the Interior (marine pollution, The Faroes)  
Tinganes  
FO-110  
Torshavn  
Phone: +298 30 6800  
Email: IMR@IMR.FO

**Finland**

Ministry of the Environment  
Mailing address: P.O. Box 35, FI-00023 GOVERNMENT, Finland  
Visiting address: Kasarmikatu 25, Helsinki  
Telephone: +358 20 610 100



**Iceland**

Ministry for the Environment and Natural Resources  
Skuggasund 1 IS- 150 Reykjavik  
Iceland  
Tel: +354 545 8600  
Fax: +354 5624566  
Email: [postur@uar.is](mailto:postur@uar.is)

**Norway**

Norwegian Ministry of Fisheries and Coastal Affairs  
P.O. Box 8818 Dep.  
0032 Oslo  
Norway  
Email: [postmottak@fkd.dep.no](mailto:postmottak@fkd.dep.no)

**Russian Federation**

Ministry of Transport of the Russian Federation  
109012, Moscow, Rozhdestvenka str. 1, building 1  
Tel.:+ 7(495) 626 1000  
Fax:+ 7 (495) 626 9128  
E-mail: [info@mintrans.ru](mailto:info@mintrans.ru)

Federal Agency of Maritime and River Transport  
125993, Moscow, Petrovka str., 3/6  
Tel.:+ 7(495) 626 1100  
Fax: + 7 (495) 626 1562

Ministry of the Russian Federation for Civil Defense, Emergencies and Elimination of Consequences of  
Natural Disasters (EMERCOM of Russia)  
103012, Moscow, Theatralny proezd 3  
Fax: +7 495 624-84-10 (daily and night)  
Voice: +7 495 626-35-82  
e-mail: [emercom@mchs.gov.ru](mailto:emercom@mchs.gov.ru)

**Sweden**

Swedish Coast Guard  
Stumholmen, box 536  
371 23 Karlskrona  
Sweden  
Phone: +46 455353400  
Fax: +46 455105 21  
E-mail: [registrator@coastguard.se](mailto:registrator@coastguard.se)

**United States**

United States Coast Guard  
Assistant Commandant, Response Policy (CG-SR)  
2100 2nd St. SW, Stop 7363  
Washington, D.C. 20593-7363  
Phone: +1 202 372-2010  
Fax:+1 202 372-2901

U.S. Department of the Interior  
Bureau of Safety and Environmental Enforcement  
Oil Spill Response Division  
381 Elden Street, HE 3327  
Herndon, Virginia 20170  
Phone: +1 703 787-1637

APPENDIX II  
**National 24-hour Operational Contact Points**

The national 24 hour operational contact points of the Parties are:

**Canada**

Government Operations Centre  
Public Safety Canada  
24/7 Tel: 011 + 1-613-991-7000  
Fax: 011+1-613-996-0995  
E-mail: GOC-COG@opscen.gc.ca

**The Kingdom of Denmark, including Greenland and the Faroes**

Greenland:

Joint Arctic Command  
3900 Nuuk, Greenland  
Aalisartut Aqqttaat 47  
Postboks 1072  
Phone: +299 364000  
Email: [ako@mil.dk](mailto:ako@mil.dk)  
Fax: +299 364029

The Faroes:

MRCC Torshavnradio, Faroe Islands  
Phone: +298 351300  
Fax: +298 351301  
Sat C telex: 492 888 021  
E-mail: [mrcc@mrcc.fo](mailto:mrcc@mrcc.fo)

**Finland**

Finnish Rescue Coordination Centre Turku (MRCC Turku)  
Mailing address: P.O. Box 16, 20101 Turku, FINLAND  
Visiting address: "Police station", Eerikinkatu 40-42, Turku  
Telephone: +358 71 872 0100  
Emergency telephone (24 h): +358-204 1000  
Fax (24 h): +358 71 872 0109  
E-mail: [mrcc@raja.fi](mailto:mrcc@raja.fi)

**Iceland**

Maritime Alert Center  
24-Hour Operations Center ([www.lhg.is](http://www.lhg.is))  
Phone (24 hours): +354-545-2100  
Fax (24 hours): +354-545-2101  
Email: [sar@lhg.is](mailto:sar@lhg.is)

**Norway**

Kystverket / Norwegian Coastal Administration  
Centre for Emergency Response  
PO address: Postbox 1502  
N-6025 Alesund  
Office address: Moloveien 7  
N-3191 Horten  
NORWAY  
Tel: +47 33 03 4800 (all hours)  
Fax: +47 33 03 4949  
E-mail: [vakt@kystverket.no](mailto:vakt@kystverket.no)

**Russian Federation**

State Maritime Rescue Coordination Centre (SMRCC) of the State Marine Pollution Control, Salvage and Rescue Administration of the Russian Federation (MPCSA)

Tel.: + 7 495 626 10 52  
Fax: + 7 495 623 74 76  
Telex: 411369 SMT RU  
Inmarsat: (870) 772 291 490  
E-mail: od@smrcc.morflot.ru (Duty Officer)

National Emergency Management Center of the EMERCOM of Russia  
121357, 1-Vatutina Str., Moscow  
Tel: (499) 449-94-43; (499) 449-97-13  
Fax: (499) 449-94-43  
E-mail: ncuks@mchs.gov.ru

**Sweden**

Swedish Coast Guard  
Officer on duty:  
Phone: +46 317279100  
Fax: +46 31 297395  
E-mail: vb.krs@coastguard.se

**United States**

For reporting oil spills:  
National Response Center (NRC)  
Phone: +1-800 424-8802  
Fax: +1-202-267-2675  
<http://www.nrc.uscg.mil/nrchp.html> (online reporting)

APPENDIX III  
**Authorities Entitled to Request Assistance  
or Decide to Render Assistance Requested**

The authorities entitled to act on behalf of Parties to request assistance or to decide to render assistance requested are:

**Canada**

(For Marine Oil Spill Preparedness and Response)  
The Canadian Coast Guard  
Department of Fisheries and Oceans  
Director General, Program Requirements  
200 Kent Street  
Ottawa, Ontario K1A 0E6  
Tel: 011 + 1-613-993-7728

**The Kingdom of Denmark, including Greenland and The Faroes**

Greenland:  
Joint Arctic Command  
3900 Nuuk, Greenland  
Aalisartut Aqqttaat 47  
Postboks 1072  
Phone: +299 364000  
Email: [ako@mil.dk](mailto:ako@mil.dk)  
Fax: +299 364029

*The Faroes: Landsverk*  
Tinghusvegur 5  
P.O. Box 78  
110  
Torshavn  
The Faroe Islands  
Phone: +298 340 800  
Fax: +298 340 801  
24-hour oil spill response Phone: +298 290 867  
Email: [lv@lv.fo](mailto:lv@lv.fo)  
24-hour oil spill response Email: [olja@lv.fo](mailto:olja@lv.fo)

**Finland**

Finnish Environment Institute (SYKE)  
Mailing address: P.O. Box 140; FI-00251 Helsinki, FINLAND  
Visiting address: Mechelininkatu 34a, Helsinki.  
Telephone: +358 20 610 123  
Fax: +358 9 5490 2478  
E-mail: [oilduty@environment.fi](mailto:oilduty@environment.fi)

**Iceland**

The Environment Agency of Iceland  
Suðurlandsbraut 24  
IS- 108 Reykjavík  
Iceland  
Tel: +354 591-2000  
Fax: +354 591-2020  
Email: [ust@ust.is](mailto:ust@ust.is)

**Norway**

Kystverket / Norwegian Coastal Administration  
Centre for Emergency Response  
PO address: Postbox 1502  
N-6025 Alesund  
Office Address: Moloveien 7  
N-3191 Horten  
NORWAY

Tel: +47 33 03 4800 (all hours)  
Fax: +47 33 03 4949  
E-mail: [vakt@kystverket.no](mailto:vakt@kystverket.no)

**Russian Federation**

Ministry of Transport of the Russian Federation  
109012, Moscow, Rozhdestvenka str. 1, building 1  
Tel.:+ 7(495) 626 1000  
Fax:+ 7 (495) 626 9128  
E-mail: [info@mintrans.ru](mailto:info@mintrans.ru)

The Ministry of the Russia Federation for Civil Defense, Emergencies and Elimination of Consequences  
of Natural Disasters (EMERCOM of Russia)  
103012, Moscow, Theatralny proezd 3  
Fax: +7 495 624-84-10 (daily and night)  
Voice: +7 495 626-35-82  
e-mail: [emercom@mchs.gov.ru](mailto:emercom@mchs.gov.ru)

**Sweden**

Swedish Coast Guard  
Stumholmen, box 536  
371 23 Karlskrona  
Sweden

Phone: +46 455353400  
Fax: +46 455105 21  
E-mail: [registrator@coastguard.se](mailto:registrator@coastguard.se)

**United States**

U.S. Department of State  
Phone: +1 202 647-1512  
Fax: +1202 6471811

United States Coast Guard  
National Command Center  
Phone: +1-800 424-8802  
Fax:+1-202-267-2675  
[ncc@uscg.mil](mailto:ncc@uscg.mil)

APPENDIX IV  
**Operational Guidelines**

*Agreement on Cooperation on Marine Oil Pollution Preparedness and Response in the Arctic*

**PREAMBLE**

The *Agreement on Cooperation on Marine Oil Pollution Preparedness and Response in the Arctic* (the "Agreement") includes the following non-binding Operational Guidelines (the "Guidelines"). Nothing in these Guidelines is intended to create or modify any obligations of the Parties under the Agreement or international law. These Guidelines set out provisions to guide cooperation, coordination and mutual assistance for oil pollution preparedness and response in the Arctic.

The Guidelines address procedures for notification and request for assistance, command and control in response operations, joint training and exercises, administrative issues and other recommended measures to facilitate an effective cooperative oil pollution incident response.

It is recognized that some Parties may already have bilateral or multilateral contingency plans in place that will guide or address coordination and cooperation in response operations (see Table 1). The following Guidelines could be used in addition to such plans, or to aid in their development or revision. It is also recognized that any joint operations will be guided by the national response plans of the Parties to the extent possible.

Table 1: Existing bilateral and multilateral agreements or arrangements include:

<b>Bilateral and multilateral agreements/arrangements</b>	<b>Signatories</b>
Canada-US Joint Marine Pollution Contingency Plan <a href="http://www.dfo-mpo.gc.ca/Library/343409.pdf">www.dfo-mpo.gc.ca/Library/343409.pdf</a>	USA, Canada
Convention on the Protection of the Marine Environment of the Baltic Sea Area, 1992 (Helsinki Convention) <a href="http://www.helcom.fi/groups/response/en_GB/main/">www.helcom.fi/groups/response/en_GB/main/</a>	Denmark, Finland, Sweden, Russia (and other non-Arctic signatories)
Agreement Between Denmark, Finland, Iceland, Norway and Sweden about Cooperation concerning Pollution Control of the Sea after Contamination by Oil or other Harmful Substances <a href="http://www.copenhagenagreement.org/">www.copenhagenagreement.org/</a> <a href="http://www.ust.is/library/Skrar/COPA/en1_1elsk.ndf">www.ust.is/library/Skrar/COPA/en1_1elsk.ndf</a>	Denmark, Finland, Iceland, Norway, Sweden
Agreement between the Government of the Russian Federation and Government of the Kingdom of Norway concerning Cooperation on the Combatment of Oil Pollution in the Barents Sea, 1994. (no link available)	Russia, Norway
Agreement Between the Government of Canada and the Government of the Kingdom of Denmark for Cooperation Relating to the Marine Environment <a href="http://www.treatv-accord-gc.ca/text-texte.aspx?id=101887">www.treatv-accord-gc.ca/text-texte.aspx?id=101887</a>	Canada, Denmark
Agreement between the Government of the Union of Soviet Socialist Republics and the Government of the Republic of Finland on Co-operation in Combating Pollution of the Baltic Sea in accidents involving oil and other harmful substances, 1989. <a href="http://www.finlex.fi/fi/sopimukset/sopstekstri/1990/19900054">www.finlex.fi/fi/sopimukset/sopstekstri/1990/19900054</a>	Russia, Finland
Agreement between the Government of the Union of Soviet Socialist Republics and the Government of the United States of America concerning Cooperation in Combating Pollution in the Bering and Chukchi Seas in emergency situations, 1989. <a href="http://www.dec.state.ak.us/spar/perp/plans/uc/mou/Kp-US_USSR_89.pdf">www.dec.state.ak.us/spar/perp/plans/uc/mou/Kp-US_USSR_89.pdf</a>	USA, Russia

**Record of Revisions**

<b>REVISION NUMBER</b>	<b>DATE REVISED</b>	<b>ENTERED BY:</b>
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## 1. Notifications

In accordance with Article 6 of the Agreement, Parties will notify other Parties' National 24- hour Operational Contact Points (Appendix II of the Agreement). Notification does not constitute an obligation to request or to provide assistance under the Agreement.

The Notification should include, but is not limited to, the following information:

- a) name or unique identification title for the incident;
- b) name of the notifying Party and Competent National Authority taking the lead in respect of the incident, including 24/7 contact information (telephone, fax, mobile, email);
- c) date and time of incident awareness in Coordinated Universal Time (UTC), and the time at which the notifying Party began its tracking of, or involvement in, the incident;
- d) date and approximate time of the occurrence as reported by the source of the incident; and
- e) data to provide other Parties sufficient information to maintain situational awareness. At minimum, this should include:
  - **Location of incident:** latitude and longitude, or if the oil pollution is dynamic, include the area potentially affected.
  - **Identification of major issues or concerns:** including Search and Rescue activities, pollution potential and/or salvage/casualty response issues.
  - **Situation assessment:** assessment of the overall situation (type and cause of incident, volume released, information on source control, and analysis of the immediate and short term impacts or requirements), response resources available and/or on-scene (vessels, equipment, personnel, volunteers) possible environmental impacts.
  - **Acknowledgement of Notification:** to verify receipt of information by other Parties. The acknowledgement should include the date and time of transmission and be sent back to the notifying Party upon completion of internal notifications.

A standard format for Notification should be used to provide uniform means of informing other Parties of the specifics of the incident. A sample Notification template can be found in section 11 (Forms) at the end of these Guidelines.

## 2. Assistance

This chapter provides guidance for:

- a) Parties seeking assistance from other Parties following an oil pollution incident, in framing requests, and evaluating and responding to offers; and
- b) Parties that may wish to offer assistance.

Parties may pro-actively offer assistance following an oil pollution incident prior to receiving a request for assistance from a Requesting Party.

### 2.1. Requests for Assistance

When a Party determines that assistance is needed to respond to an oil pollution incident, it may request such assistance from another Party or Parties, indicating the type and extent of assistance needed. Parties should follow the guidance in this chapter or other appropriate guidance.

All personnel provided by the Assisting Party are subject to the laws of the Requesting Party within its jurisdiction. The Requesting Party should ensure that the Assisting Party's personnel are made aware of these laws as soon as practicable (e.g., via a briefing or orientation training).

Appropriate authorities of the Requesting and Assisting Parties should cooperate closely on all relevant issues.

The Requesting Party should provide adequate local facilities and services necessary for administration and management of the Assisting Party's assets, including decontamination, and ensure the security, and protection of its personnel, vessels, aircraft and equipment as well as their safe return.



## 2.2. Information Provided with a Request for Assistance

The Requesting Party should:

- a) make its requests in a clear and precise manner (quantity, type of assistance requested, etc) by indicating for which purposes vessels, aircraft, equipment, products and response personnel will be used;
- b) appoint an authority responsible for customs, immigration, and diplomatic clearance issues related to movement and removal of resources across the border;
- c) appoint an authority to receive the vessels, aircraft, equipment, products and response personnel that will be used;
- d) provide fuel, waste management and other port or air terminal services for oil pollution response vessels and oil pollution surveillance aircraft;
- e) provide accommodation and food for the response teams;
- f) return all unused supplies and equipment and ensure that returned equipment is in good working condition except for degradation caused by normal wear and tear as part of the pollution incident response; and
- g) describe any financial considerations, if applicable.

A standard format for an Assistance Request Report should be used by the Requesting Party to provide a standardized means of informing other Parties of the specifics of the incident and the precise operational needs as part of the resource request. A sample Assistance Request Report can be found in section 11 (Forms) at the end of these Guidelines.

Parties requesting specific assistance for response operations from other Parties should consider providing the detailed information set forth below in each request with respect to vessels, aircraft, equipment, products and personnel. Requesting Parties should update such detailed requests as operational needs change during the course of the response.

With respect to Parties requesting specific assistance for response operations, such guidance may, without limitation, include:

- a) information on the preliminary responses to offers of assistance, including, if appropriate, descriptions of how the offer of assistance will be further evaluated within the framework of the Requesting Party's emergency response system and related laws and regulations, and any applicable evaluation process;
- b) if appropriate, estimates for the length of time the evaluation of the offer is expected to take; and
- c) instructions for providing detailed information about each offer of assistance from another Party.

## 2.3. Acknowledgement and Reply to a Request for Assistance

The Party in receipt of a request for assistance should provide acknowledgement of receipt to the Requesting Party, and disseminate the information in the request without delay to the appropriate authorities for evaluation and decision.

The Party should communicate its reply to the Requesting Party as soon as possible and should provide:

- a) a detailed statement and complete list of all vessels, aircraft, equipment, products and personnel it can provide within those listed by the Requesting Party as well as instructions for use of equipment and products, if necessary;
- b) equipment that is in good working order and suitable for the needs of the Requesting Party;
- c) specialized personnel, if possible outfitted with their own equipment needed for response activities; and
- d) estimated costs for use of the vessels, aircraft, equipment and products.

With respect to offers of vessels that can be deployed or utilized in response operations, such detailed information may, without limitation, include the following:

- a) Name of the vessel (IMO number)
- b) Classes of the vessel (e.g. ice, icebreaking, salvage)
- c) Draught, length, width, maximum speed
- d) Propulsion power, bollard pull

- e) Oil recovery tank capacity
- f) Main oil recovery system and other recovery equipment
- g) Type and length of oil booms
- h) Communication equipment
- i) Fuel requirements and estimated fuel required per day
- j) Need for fresh water
- k) Need to discharge grey or waste water
- l) Need for electricity in berthing
- m) Mooring requirements
- n) Number of crew members

With respect to offers of aircraft that can be deployed or utilized in response operations, such detailed information may, without limitation, include the following:

- a) Type of aircraft
- b) Number of crew members
- c) Maximum flight time and range
- d) Patrol speed
- e) Remote sensing equipment
- f) Communication equipment
- g) Flight restrictions due to conditions and possible other matters that will affect aircraft flights, especially at night
- h) Deicing systems
- i) Fuel type and estimated fuel required per mission
- j) Ground equipment requirements (e.g. Ground Power Unit)
- k) Crew rest time requirements

With respect to offers of equipment that can be deployed or utilized in response operations, such detailed information may, without limitation, include the following:

- a) the exact type and specification of the equipment, offered including, to the fullest extent possible, photographs of the equipment, identification of the manufacturer(s), model numbers, specification documents and, if practical, any information regarding the prior operational use of the equipment offered in related oil or hazardous material discharge/release events;
- b) the current condition of the equipment and the possibility of degradation of the equipment during operational use;
- c) the total amount of each specific type or category of equipment offered;
- d) weight, dimensions and other physical characteristics of equipment offered;
- e) when and for how long the equipment would be available;
- f) whether the equipment is being offered on a reimbursable basis or without charge; summary of the terms and conditions of the offer if the equipment is being offered on a for-fee basis;
- g) where the equipment is currently located;
- h) whether the Assisting Party will transport the equipment and the terms and conditions under which transportation is offered including any export or customs restrictions that may apply under the Assisting Party's national laws;
- i) any special logistical problems that may be encountered in transporting or deploying the equipment;
- j) any specific conditions and/or limitations regarding use of the equipment;
- k) the location of the international airport or seaport from which the equipment will be transported;
- l) the contact information for authorized personnel who are knowledgeable about the technical details relevant to the equipment offered and would be available to discuss additional technical or operational details with appropriate personnel provided by the Requesting Party; and
- m) estimates of the time required to make the equipment available for transport.

The Assisting Party should determine minimum standards of maintenance, security, safety and training to operate equipment sent to the Requesting Party. With respect to offers of personnel (i.e. technical, advisory or expert assistance) from a Party, such detailed information may, without limitation, include the following:

- a) the credentials and a brief description of the experience for each individual providing assistance,

- including assurance that they are aware of the weather and working conditions in the Arctic and are equipped with the appropriate cold weather working gear;
- b) an assessment of the capability of each individual to speak and read in the official language of the Lead Party engaged in response operations and the availability of effective translation services if a language barrier is expected;
  - c) each individual's availability, in terms of how quickly the individual can be deployed, to response operations, for how long the individual can be deployed, and any requirement for the individual to depart the operational location over the anticipated deployment period;
  - d) any costs the Requesting Party would be expected to defray (e.g., air fare, lodging, daily remuneration fee);
  - e) whether the Assisting Party would facilitate direct communications between the individuals offering to provide assistance and technical experts of the Assisting Party to further evaluate the offer;
  - f) any special requirements of the Assisting Party regarding the status of the individual during any deployment period (i.e. requirement that the individual have the status of Embassy technical staff, etc.);
  - g) establishing means to ensure the personal safety and security of the Assisting Party's personnel while assisting in country; and
  - h) estimated costs for use of such expertise.

#### **2.4. Liaison officers**

- a) Parties may consider designating personnel to serve as a direct liaison with the Requesting Party for response operations. The liaison officer should work closely with personnel from all agencies engaged in response operations to accurately define and describe the specific types of capabilities that are needed at various stages of the response operations and to determine the categories of response capabilities that may be obtained through international sources. The liaison officer function can facilitate the evaluation of offers of assistance from other Parties in order to ensure that they meet current or projected operational needs; and
- b) the Requesting Party may also designate personnel to serve as liaison officers from its Ministry of Foreign or External Affairs to serve as a technical advisor in communications with other Parties.

#### **2.5. Coordinating International Offers of Assistance**

An oil pollution incident that exceeds national capacity may result in many offers of assistance both nationally and internationally and will demand additional external resources to ensure a timely and effective response. Early establishment of a robust coordination mechanism to manage the receipt and processing of such offers is essential to ensure a timely and effective response to the incident.

Recommendations for coordinating unsolicited offers of assistance can be found in section 13 (Addendum) at the end of these Guidelines.

### **3. Movement and Removal of Resources across Borders**

All Parties should facilitate the passage of equipment, products and response personnel through their territory for the purpose of assisting in response operations, including expeditious processing or complete waiver of customs and visa requirements.

#### **3.1. Customs Issues**

The Requesting Party should determine how it can facilitate the entry of the equipment, products or personnel from an Assisting Party into its own territory.

To that end, the Requesting Party should assist in facilitating the arrival of international oil pollution response assistance, including expeditious processing or, as necessary, waivers of customs and visa requirements, as appropriate and consistent with national laws.

The Requesting Party should also provide regular information to personnel as regards to entry points, customs and visa requirements, and any other arrangements that would facilitate their arrival.

The Requesting Party should ensure that, should ships and aircraft be provided, ships are granted all necessary authorisation and aircraft are cleared to fly in the national air space. A flight plan or a flight notification should be filed and accepted as an authorisation for aircraft to take off and land, ashore or at sea, outside airfields where customs provision may not exist.

Many states have laws in place providing restrictions or exemptions of customs duty payable on certain types of goods imported and exported for emergency purposes. It is also common for governments to have emergency provisions in their customs legislation allowing for special arrangements to be put in place for processing of incoming support and assistance. Requesting Parties should evaluate the applicability of such laws, if any, to provide assistance for oil pollution incident response, which may not fall under the same stipulations as disaster response.

If the Requesting Party has national laws in place that permit customs exemptions or waivers for oil pollution incident response, the Requesting Party should determine how these exemptions or waivers could be implemented for response equipment, products and personnel arriving from the Assisting Party. Likewise, the responders from the Assisting Party should prepare and have ready detailed manifests of their equipment or property and appropriate documentation for personnel to facilitate expeditious customs processing.

An ATA Carnet is an international customs and export-import document. It is used to clear customs without paying duties and import taxes on merchandise that will be re-exported within 12 months. Obtaining a Carnet also includes obtaining a surety bond to secure the value of the goods shipped; insurance for the goods; and shippers export declaration. If the Requesting Party accepts the use of Temporary Admission (ATA) Carnets ([www.atacarnet.com](http://www.atacarnet.com)) for temporary admission of professional equipment, it may be advantageous to investigate whether the issuance of a Carnet is an option.

### 3.2. Points of Entry

It is recommended that Parties pre-identify points of entry for incoming teams. Entry points can be any type of border crossing (roads, rivers, ports, railroads, airports). Parties may develop a catalogue of these pre-identified entry points, including their capacities.

### 3.3. Manifests

Applicable laws and customs processes of the Requesting Party should be followed. From the Office for the Coordination of Humanitarian Affairs (OCHA)/ United Nations Environment Program (UNEP) Guidelines for Environmental Emergencies, the following are minimum recommended elements that should be included in a manifest for equipment. Manifests are provided by the Assisting Party.

- a) Date - stating the date of the export/import;
- b) Reason for Import – a short description stating that the equipment is for emergency relief;
- c) Shipper/Owner – stating who owns and is responsible for the shipment during transport. Shipper and owner will in most cases be the same, unless equipment is sent as unaccompanied cargo;
- d) Consignee – name and contact details of the person responsible for the consignment once it has reached the country of destination. For equipment brought by relief teams, etc. this will usually be the same as shipper/owner;
- e) Terms of Delivery- refers to the international commercial term (incoterm) that applies to the shipment. They are normally used to divide transaction costs and responsibilities between buyer and seller in international commerce and stated on an invoice for customs purposes. For equipment imported by the Assisting Party, it is recommended to use the code "CIF", which indicates that Cost, Insurance, and Freight are included in the invoiced value;
- f) Overview - a table specifying the various items imported with description, quantity, weight/volume, estimated value in internationally well-known currency (e.g., USD) and where possible, serial numbers of the items. Above or below the table, the total quantity, weight, volume and value should be indicated. Any items that are considered hazardous substances should be clearly marked as such. It should also be stated that the items are not being imported for commercial purpose; and
- g) Declaration - at the end of the manifest a declaration is normally included stating that the equipment is intended to be used, disposed of, or re-exported. Furthermore, the origin the equipment is also declared, often referred to in customs-terms preferential status.

A manifest may be structured as a "pro forma" invoice to further state that the equipment is not intended for commercial purposes.

### 3.4. Immigration

The Requesting Party should also provide regular information to foreign experts or response teams with regard to entry points, customs and visa requirements, and other arrival arrangements.

Typically, immigration regulations regarding authorisation to work require that consent be obtained for all foreign nationals to work within a country. For purposes of immigration and customs and excise rules,

special emergency procedures or temporary waivers or other arrangements could be allowed, to the extent permitted under national laws, and invoked in the event of an oil pollution incident in which an Assisting Party's personnel were needed.

### **3.5. Diplomatic Clearance**

Response ships and aircraft are often owned and used by the Assisting Party and therefore need Diplomatic Permits before conducting spill response operations in the Requesting Party's territorial waters or air space. In accordance with each Party's national laws, such Diplomatic Clearance should be provided expeditiously by the Requesting Party.

In areas where distance between the Requesting and Assisting Parties' resources is short, "Standing Diplomatic Clearance" could be considered in order to save time in a mutual response operation.

### **3.6. Wildlife**

With regard to wildlife response, there are two main areas in which customs and border crossings should be considered:

- a) The entrance of invited responders and/or equipment into a country; and
- b) the transport of oiled wildlife across borders.

In some cases, permits may be needed to transport wildlife to and from a country. When permits are necessary, it should be the responsibility of the Requesting Party to ensure that all permits are secured prior to any wildlife being transported.

Transport of wildlife may need special equipment and knowledge and should always be done in close consultation with experts.

### **3.7. Passage through the Territory of the Third Party**

The Requesting Party should coordinate with the Assisting Party to coordinate the facilitation of passage of any equipment through a third party's territory.

### **3.8. Transboundary Removal/Management of Waste**

The transboundary movement of waste generated from the oil pollution incident response should follow all applicable entry requirements of the country into which the waste is being moved. Parties should refer to the Arctic Council Emergency Prevention, Preparedness and Response (EPPR) Guidelines and Strategies for Oily Waste Management in the Arctic Region.

## **4. Response Operations in Areas Beyond National Jurisdiction**

Actions in areas beyond national jurisdiction (i.e. on the high seas) should be undertaken in accordance with national and international law.

When a Party is required to notify other Parties of an oil pollution incident under Article 6 of the Agreement, it should follow the notification guidance provided in Section 1 of these Guidelines. In addition, the Party should also indicate whether or not the polluter intends to respond to, contain, and clean up the oil pollution, to the extent that information is known.

If the polluter is unable to respond to the oil pollution incident or terminates a response operation before the oil pollution is contained or cleaned up, the notifying Party should, as soon as is reasonably possible, convene a meeting of the Competent National Authorities listed in Appendix 1 of the Agreement (by teleconference or other efficient and timely means) to consider, inter alia:

- a) Whether one Party is prepared to volunteer to take the lead in responding to the oil pollution incident;
- b) If no Party volunteers, whether the pollution incident should be assessed to determine its scope and risk to the marine environment and/or the interests of the Parties. Such an assessment could include:
  - i. magnitude;
  - ii. spread and trajectory;
  - iii. movement rate;
  - iv. risks to marine living resources or sensitive ecosystems
  - v. risks to human subsistence users of potentially-affected resources;
  - vi. responder safety; and

vii. other factors deemed important.

- c) Whether another meeting or meetings of the Competent National Authorities should be convened at a later time to discuss further action in relation to the oil pollution incident.

If a Party volunteers to take the lead in a high seas response operation, that Party should take the lead in determining the relevant response requirements, including whether to request assistance from another Party or Parties. The lead Party would then execute its command and control system and follow the guidance contained in the remainder of this document.

## **5. Command and Control**

Each Party to the Agreement has in place existing command and control systems that are used during oil pollution incidents within the areas under its jurisdiction. There also exist other bilateral and multilateral agreements between Arctic States that establish methodologies for joint response, in which command and control systems have been predefined (see Table 1). Therefore, it is not advisable to create a common general command and control system for the Parties to the Agreement. Parties are also aware that not all Arctic areas delineated in Article 3 of the Agreement are covered by existing bilateral or multilateral agreements or arrangements. However, the following general principles can be applied.

### **5.1. General principles**

The Requesting Party has operational command and control of all response operations. When assistance is requested, it falls to the Requesting Party to ensure that the vessels, aircraft, equipment, products, personnel and communications systems of the Assisting Party are fully integrated into the Requesting Party's command and control system. The Assisting Party should recognize and fully integrate its response assets and organisation into the command and control and communications systems of the Requesting Party.

The authorities entitled to act on behalf of Parties to request assistance or to decide to render assistance requested are found in Appendix III of the Agreement.

With respect to oil pollution incidents in areas where no other specific agreement or arrangement applies, a Party whose waters or interests may be threatened may volunteer to respond (Chapter 4 of the Guidelines). In such a case, the command and control structure of the volunteering Party should apply.

### **5.2. Transfer of Command and Control**

Should it become advisable to transfer command and control to another Party, the timing of the shift of the command and control and allocation of resources should be negotiated between the Competent National Authorities in question or other agencies delegated this authority, giving due regard to the overall picture and any possible trends in its development.

### **5.3. Command and Control Liaison Officers**

In addition to the activities identified in Section 2.4, the following also applies. Response operations demand the close cooperation between the Requesting and Assisting Party or Parties to manage and direct response operations by the Parties involved on all levels.

Any Party participating in an oil pollution incident response may request that a representative from one of the other Parties participates as a liaison officer to facilitate the flow of information, communicate opinions and wishes, and to support direct communications between the Parties.

Parties should designate a liaison officer as soon as is practicable. The liaison officer of the Assisting Party should report directly to the Requesting Party, as appropriate.

The Requesting Party does not need to provide administrative support (i.e. accommodation, meals, etc.) to the Assisting Party's liaison officer, although it should ensure the officer's integration into the command and control structure, as indicated in section 5.1.

The liaison officer should be given access to all necessary communication means such as telephone, facsimile, and e-mail to a reasonable extent, if available.

If Parties affected by the same oil pollution incident choose not to exchange liaison officers, they should, as a rule, exchange daily situation reports.

#### **5.4. Public Communications**

Public communication should be handled by the Requesting Party. During joint operations, the respective public affairs officers should coordinate to the maximum extent possible to ensure information released separately is consistent and accurate.

#### **6. Facilitation of Situational Awareness and A Common Operating Picture**

Parties should consider, if practical, the establishment of internet-based information portals to:

- a) Provide a common operating picture which should be regularly updated and shared with the assisting parties
- b) Provide information regarding current or projected operational needs that may be met through offers of assistance;
- c) Provide information regarding the level of detail for offers of assistance (equipment, products and personnel) to ensure the most meaningful and efficient review and evaluation;
- d) Provide portals for submission of assistance that simplify the collection of information and streamline communications regarding the receipt and status of offers;
- e) Provide information for the media and general public about the full scope of the response effort and to publicly acknowledge, as appropriate, all who are contributing toward the response; and
- f) Provide points of contact for additional information.

#### **7. Joint Review of Oil Pollution Incident Response Operations**

The objective of a joint oil pollution incident review is to draw experience from the operational parts of a response - from notification to termination - in order to identify and evaluate areas for improvement and to make necessary changes in the Operational Guidelines. A joint oil pollution incident review should be executed as soon as possible after termination of the operation. The joint review should only deal with operational matters. Financial or legal matters should only be considered if they had a direct impact on operations.

The joint review should be undertaken by the Parties that coordinated the response operations. To facilitate the review, the following structure could be applied, depending on the specific operational objectives:

- a) Short review and description of the incident including nature of the incident, nature of the pollutant, total estimated quantity lost, affected area, and conditions of operation
- b) Notification
- c) Request for assistance
- d) Command and Control
- e) Liaison
- f) Tele- and radio communications
- g) Equipment (effectiveness of equipment and products)
- h) Logistics
- i) Aerial/satellite surveillance and monitoring
- j) Oil drift hind- or forecasting
- k) Intermediate storage (equipment, supplies, recovered oil, collected items impacted by oil, etc.)
- l) Waste management
- m) Health and safety
- n) Efficacy of environmental monitoring techniques
- o) Mass media and other public relations
- p) Termination of operation
- q) Other

Findings from the review should be documented and an action list should be determined. In accordance with Article 11 of the Agreement, the results of such joint review should be made publicly available, where appropriate. Recommendations for changes to the Operational Guidelines should be forwarded to the next meeting of the Competent National Authorities where a presentation of the review should be made.

**8. Reimbursement of Costs of Assistance**

In accordance with Article 10 of the Agreement, the Parties may wish to consider the potential applicability of national and international laws regarding recovery of costs and damages from responsible Parties when evaluating response operations.

**9. Joint Exercises and Training**

Parties to the Agreement will endeavor to carry out joint exercises and training for oil pollution incidents, in accordance with the types of exercises identified in Article 13 of the Agreement. At the discretion of the Party in which Arctic Council Chairmanship resides, a joint Arctic-specific exercise may be conducted in order to promote cooperation and response coordination.

If a joint exercise is conducted, each participating Party should delegate at least one member of its Competent National Authority or agency delegated this authority to serve on the exercise planning team to support the lead Party in the development, conduct, evaluation, and documentation of the exercise. Prior to each joint exercise, the lead Party should conduct training that addresses the incident management system that will be used in the exercise, best practices in oil pollution management, awareness of local safety and cultural concerns, and other topics of interest. In accordance with Article 13, where appropriate, Parties should include stakeholders in the planning and execution of joint exercises and training.

The Competent National Authorities should consider assessing the scope and frequency of planned Arctic exercises that occur through existing agreements or regulations that may already address one or more objectives of the Agreement. During future meetings of the Parties, consideration should be given to the development of a joint exercise programme – the goal of which would be to optimise resource allocation and maximise the visibility and the use of opportunities for engagement in preparedness activities.

To the greatest extent practicable, Parties planning domestic or international exercise may consider notifying other Parties of forthcoming exercises and extending invitations to attend either as an observer or a participant.

Each Party should assess the need for, and level of, participation in relevant exercises of which they have been notified.

Exercises and outcomes should be documented and evaluated, and a list of lessons-learned should be created and shared. Recommendations for changes to the Guidelines should be forwarded to the next meeting of the Competent National Authorities where a presentation on the exercise should be made.

**10. Administrative Provisions**

The Guidelines should be current and take into consideration findings from joint reviews, joint exercises and training, lessons learned, best practices, relevant experience and any other new information. The Arctic Council Emergency Prevention, Preparedness and Response (EPPR) Working Group is responsible for updating the Guidelines in consultation with Competent National Authorities, and should establish a system for doing so. The Guidelines should be made available on the Arctic Council website.

In accordance with Article 21 of the Agreement, in developing and modifying the Operational Guidelines, input will be sought from relevant stakeholders, as appropriate.



**11. Forms**

**SAMPLE NOTIFICATION/ ASSISTANCE REQUEST REPORT**

<b>URGENT</b>	
NOTIFICATION/ASSISTANCE REQUEST REPORT - INCIDENT NUMBER/ NAME AND LOCATION _____	
Date/Time _____ (UTC)	PAGES (INCLUDING COVER PAGE): _____
From/Country of Emergency _____	To point (Point of Contact): _____
Name/Position: _____	_____
Fax/Telephone: _____	Fax: _____
Email: _____	Email: _____
<b>INCIDENT SPECIFICS</b>	
<b>INCIDENT SPECIFICS:</b>	<b>INFORMATION TO DATE:</b>
TYPE OF INCIDENT:	
ESTIMATED VOLUME RELEASED/BEING RELEASED:	
TYPE OF PRODUCT(S):	
LOCATION OF INCIDENT (LAT/LONG):	
SOURCE? IS SOURCE CONTROLLED?	
SITUATION ASSESSMENT AND COMPLICATING FACTORS:	
ASSISTANCE NEEDED? <input type="checkbox"/> YES <input type="checkbox"/> NO	
<b>ASSET TYPE NEEDED:</b>	<b>SPECIFICS OF ASSET NEEDED:</b>
	<b>DATE/LOCATION NEEDED:</b>
<b><u>ACKNOWLEDGEMENT:</u> (Name, Organisation, Country) acknowledges receipt of the above Notification and confirms its dissemination to appropriate domestic authorities (Date, time).</b>	

**SAMPLE OFFER COMMUNICATION**  
**(FROM ASSISTING PARTY TO REQUESTING PARTY)**

<b><u>INCIDENT NAME, LOCATION:</u></b>	<b><u>DATE:</u></b>	<b><u>TIME: (UTC)</u></b>
<b><u>ASSISTING PARTY/ORGANISATION:</u></b>	<b><u>POINT OF CONTACT (NAME, CONTACT INFORMATION):</u></b>	
<b><u>TYPE OF ASSISTANCE OFFERED (EQUIPMENT, PERSONNEL, TECHNOLOGY, VESSELS, ETC)</u></b>	<b><u>CURRENT LOCATION OF RESOURCE</u></b>	<b><u>OWNER/MANAGER OF OFFERED RESOURCE (GOVERNMENT AGENCY, PRIVATE ENTITY, ETC)</u></b>

1. Does equipment require training personnel to accompany/operate?
2. Does release of equipment from current location create compliance problem with minimum standards of equipment for responses?
3. How should equipment be transported? Will Assisting Party provide transport?
4. Are there specific power supplies, pumps, or other technical needs to operate this equipment/asset?
5. Other?

**SAMPLE RECEIPT COMMUNICATION**  
**(FROM REQUESTING PARTY TO ASSISTING PARTY)**

<b><u>INCIDENT NAME, LOCATION:</u></b>	<b><u>DATE:</u></b>	<b><u>TIME: (TIME ZONE)</u></b>
<b><u>OFFER RECEIVED BY:</u></b>	<b><u>DATE:</u></b>	<b><u>TIME: (TIME ZONE)</u></b>
<b><u>PROPOSED DATE OF ACCEPTANCE NOTIFICATION:</u></b>		
<p><b>OTHER:</b></p>		

**SAMPLE ACCEPTANCE COMMUNICATION (FROM REQUESTING PARTY TO ASSISTING PARTY)**

<u>INCIDENT NAME</u>	<u>DATE/TIME</u>	<u>OFFER NAME/DESCRIPTOR:</u>

<u>OFFER ENTITY (Government/Organisation)</u>	<u>OFFER:</u>	<u>ACCEPTED/</u>
		<u>DECLINED:</u>

**ACCEPTED OFFERS:**

**DATE REQUIRED:**

**LOCATION:**

**TRANSPORTATION SPECIFICS:**

**DECLINED OFFERS:**

**RATIONALE:**

## 12. National Organisation

### CANADA

#### 1. NATIONAL RESPONSIBILITY

Canada has a marine pollution preparedness and response system for ships that contains two important components: Canada's Marine Oil Spill Preparedness and Response Regime (regulated by Transport Canada) and the Government of Canada's operational response capacity, contained within the Canadian Coast Guard.

Canada's Marine Oil Spill Preparedness and Response Regime is built upon successful collaboration between government and industry and is based on the principle that polluters are responsible for paying for preparedness and response to damages caused by their pollution. For tanker spills of persistent oil, the Marine Liability Act has a tiered system based on the principles of polluter-pays and shared liability between the shipowner and the cargo owner. The shipowner is always first and foremost strictly liable (with certain defenses) to a limit determined by the tonnage of the ship.

The *Canada Shipping Act, 2001* (CSA 2001) is the principal statute that governs safety in marine transportation and protects the marine environment. The prevention and control of ship-source pollution is governed by the *Canada Shipping Act, 2001*, (CSA) and the *Arctic Waters Pollution Prevention Act*. Under the CSA 2001, all tankers of 150 GT or more and all other vessels of 400 GT or more that carry oil as cargo or as fuel must keep on board an approved shipboard oil pollution emergency plan (SOPEP) to operate in waters under Canadian jurisdiction.

The Canadian Coast Guard (CCG) is the lead agency responsible for ship-source and mystery spills. The CCG Marine Spills Contingency Plan defines the scope and framework within which the CCG will operate to ensure an appropriate response to marine pollution incidents.

#### 2. ORGANISATION / ROLES & RESPONSIBILITIES

**Transport Canada** is the lead federal regulatory agency responsible for the Regime. The Department establishes the legislative and regulatory framework for preparedness and response to ship-source oil spills. It is responsible for ensuring the appropriate level of preparedness is available to combat these spills in waters under Canadian jurisdiction.

Specific activities include: oil spill preparedness and response regime management and oversight including issue a certificate of designation to response organizations; establishes and maintains the regulatory framework for preparedness and response to ship-source oil spills; overseeing an appropriate level of national preparedness; conducting risk assessments and making adjustments to the Regime, as required; monitoring and preventing marine oil spills through the National Aerial Surveillance Program which includes aerial surveillance in the Arctic; and facilitating the Arctic Regional Advisory Council. Transport Canada is also responsible for the National Place of Refuge Contingency Plan that applies to where a ship is in need of assistance and requests a place of refuge within Canadian waters. Transport Canada is also responsible for establishing a regime to deal with liability and compensation for incidents involving ships, such as oil spills. The Marine Liability Act (MLA) was adopted in 2001 and later amended in 2009 and brings together all marine liability and compensation regimes into one act. This includes Parts 6 and 7 that cover pollution damages from ships. The MLA is a mixture of domestic and international law and implements various international conventions adopted by the International Maritime Organization (IMO) that Canada has ratified.

**The Canadian Coast Guard (CCG)**, a special operating agency of Fisheries and Oceans Canada, is the lead federal agency responsible for ensuring an appropriate response to ship- source spills, mystery source spills, pollution incidents that occur at oil handling facilities as a result of loading or unloading oil to or from ships, and spills from any source originating in foreign waters that impact Canadian waters. The Coast Guard fulfils this role by acting as either:

- 1) the Federal Monitoring Officer, by monitoring the polluter's response to spills (in this case, the polluter must ensure that damage to Canada's marine environment is minimized and must respond directly or with the assistance of a certified response organization); or,
- 2) the On-Scene Commander, by managing the response to spills. If the polluter is unknown or is unwilling or unable to take on all or some response obligations; declines to continue the management of the response; or responds in a manner that, in the opinion of the Coast Guard, is inadequate, the Coast Guard assumes the management of the pollution incident. This can include the Coast Guard taking clean-up measures itself, or directing a vessel or any person to take actions the Coast Guard considers necessary to repair, remedy, minimize, or prevent pollution damage. The Canadian Coast Guard may also act as a resource agency. For example, organizations such as provincial governments and offshore drilling operators may call on the Coast Guard to obtain their advice and/or equipment in the event of an oil pollution incident. The CCG will perform an assessment of a marine pollution incident and conduct initial response operations, where necessary. However, the CCG will put the onus of a response on the polluter who is expected to appoint an On-Scene Commander responsible for: providing the CCG with an acceptable response plan; directing the response accordingly; and

deploying response resources. However, the CCG retains the right to intervene and assume the overall management of the spill response, for mystery spills and where the polluter is unwilling or unable to mount an effective response of its own. In Arctic waters, above 60°N, the CCG will still put the onus of a response on the polluter. However, since there is no industry funded response regime in the Arctic, the CCG maintains a response capacity in the Arctic should the polluter be unable or unwilling to respond.

**Environment Canada** is the federal authority for providing scientific and environmental advice during a ship-source oil or chemical spill. The Department can also establish a multi-disciplinary group of scientific experts to identify the environmental protection priorities that should be protected during a spill. This group of experts can involve representatives from the federal, provincial and, territorial governments; industry and other organizations in a region, such as Aboriginal groups. During a marine pollution incident, Environment Canada would support those involved by providing expert environmental advice directly, or through this group of experts, particularly with respect to environmental priorities, resources at risk, and the most appropriate clean-up countermeasures. It would also provide advice on ways to reduce the impact on the environment, modelling of spill trajectories, marine weather warnings and forecasts, and the location of wildlife and sensitive ecosystems.

**Industry:** In the event of a spill, a ship owner or oil handling facility operator may clean-up and recover the oil themselves, activate an arrangement with a certified Response Organization, hire a response contractor or relinquish management of the spill to the Canadian Coast Guard.

#### ARCTIC OFFSHORE OIL AND GAS

**Aboriginal Affairs and Northern Development Canada (AANDC)** manages oil and gas resources on Crown lands north of 60°N latitude in the Northwest Territories and Nunavut, and is responsible for allocating permits for drilling activities and certain offshore facilities (e.g. man-made islands).

**The National Energy Board (NEB)** regulates offshore oil and gas operations under the *Canada Oil and Gas Operations Act*, the purpose of which, among other things is to promote safety, protection of the environment and the conservation of oil and gas resources. The NEB evaluates the effectiveness of a company's spill contingency plans and spill response exercises and is the lead agency for a coordinated response in the event of an oil spill. Under the Act, the NEB can authorize any person to take control of the emergency response if a company is not responding adequately to a spill.

### 3. GENERAL POLLUTION POLICY

In accordance with Canada's Marine Oil Spill Preparedness and Response Regime, the polluter is expected to respond to incidents, while the Canadian Coast Guard will monitor, and where necessary, augment or assume management of the response when it is in the interest of the public. The Environmental Response Marine Contingency Plan defines the scope and framework within which the Canadian Coast Guard will operate to ensure a response to marine pollution incidents.

### 4. PREPAREDNESS

#### **Government**

The CCG operates a large fleet of ships, hovercraft and helicopters. In addition, a large amount of spill response equipment is strategically located at approximately 80 sites throughout Canada with dedicated, experienced personnel in major centres. The equipment has been selected to be easily transported by road, sea or air, as much of the extensive coastline is relatively inaccessible. Aerial surveillance and remote sensing is provided by the Transport Canada and Environment Canada.

#### **Private**

Four certified Response Organizations exist, operating South of 60 degrees North Latitude. The Western Canada Marine Response Corporation and the Eastern Canada Response Corporation (WCMRC & ECRC) both have a response capability for spills based upon a 10,000 tonnes planning standard. The Atlantic Emergency Response Corporation (ALERT) Inc. covering the Bay of Fundy and Point Tupper Marine Services Ltd. in Nova Scotia each have response capability based on a 2,500 tonnes planning standard and can cascade an additional 7,500 tonnes through mutual aid agreements with ECRC.

### 5. INTERNATIONAL AGREEMENTS

#### **PREVENTION & SAFETY**

- International Convention for the Prevention of Pollution From Ships, 1973 as modified by the Protocol of 1978 (MARPOL)

#### **SPILL RESPONSE**

- International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC)

- OPRC-HNS Protocol: Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000 (not yet ratified)

**COMPENSATION**

- International Convention on Civil Liability for Oil Pollution Damage, 1992 (CLC)
- International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992,
- Protocol of 2003 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992
- International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001

**COMPENSATION**

- International Convention on Civil Liability for Oil Pollution Damage, 1992 (CLC)
- International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992,
- Protocol of 2003 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992
- International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001

**BILATERAL**

- Canada/US Joint Marine Pollution Contingency Plan
- Agreement between the Government of Canada and the Government of the Kingdom of Denmark for Cooperation Relating to the Marine Environment

**6. CONTACT POINTS****ADMINISTRATIVE CONTACT POINT**

(For Marine Oil Spill Preparedness and Response)

The Canadian Coast Guard  
Department of Fisheries and Oceans  
Director General, Program Requirements  
200 Kent Street  
Ottawa, Ontario K1A 0E6 T  
Tel: 011 + 1-613-993-7728

Transport Canada  
Marine Safety and Security  
Director General  
330 Sparks Street  
Ottawa, Ontario K1A 0N5  
Tel: 011 + 1-613-998-0610

(For Offshore Unit and Pipeline-source Pollution)

National Energy Board  
Business Leader, Operations  
444 Seventh Avenue SW  
Calgary, Alberta T2P 0X8  
24/7 Tel: 011 + 1-403-807-9473

**OPERATIONAL CONTACT POINT (ON DUTY 24 HRS)**

Government Operations Centre  
Public Safety Canada  
24/7 Tel: 011 + 1-613-991-7000  
Fax: 011 + 1-613-996-0995  
E-mail: [GOC-COG@opscen.gc.ca](mailto:GOC-COG@opscen.gc.ca)

## KINGDOM OF DENMARK

### 1. NATIONAL RESPONSIBILITY

The Kingdom of Denmark consists of Denmark, The Faroe Islands and Greenland. The Faroe Islands and Greenland are located in the Arctic. Both Greenland and the Faroe Islands are under the rule of self-government. Due to different legislation for Greenland and the Faroe Islands, the two areas are described individually.

## GREENLAND

### 2. ORGANISATION

Responsibility for response to pollution at sea from oil and chemicals lies within 3 jurisdictions:

- Inside 3 NM: Spills inside the 3 NM zone falls under the jurisdiction of the Ministry of Domestic Affairs, Nature and Environment (MDANE), which reports directly to the Government of Greenland.
- Outside 3 NM: Spills outside the 3 NM zone fall under the jurisdiction of the Danish Government. JOINT ARCTIC COMMAND (JACMD) is appointed by the Danish Government to monitor and combat those spills.
- Spills from hydrocarbon related activities: Any spills from mineral and hydrocarbon related exploration and exploitation at sea falls under the jurisdiction of the Bureau of Minerals and Petroleum (BMP), regardless whether the spill is within or outside 3 NM the Greenland coast. The BMP reports directly to the government of Greenland through the Minister of Industry and Mineral Resources. The Danish Centre for Environment and Energy ((DCE) formerly known as the Danish National Environmental Research Institute/NERI) acts as environmental adviser to the BMP.

In the event of an oil spill outside 3 NM, Joint Arctic Command is authorized to liaise with bilateral and multilateral partners in accordance with the Copenhagen and CANDEN agreements.

In the event of an escalating or large spill incident related to a hydrocarbon license holder's operations, the BMP's Contingency Committee (BMPCC) and an Emergency Response Group (ERG) would convene comprising the BMP, Joint Arctic Command, the DCE, police and fire department representatives, local authorities, health authorities and a media representative. The Greenland government would be responsible for liaising with the Canadian and Danish governments to notify them of an incident and co-operate in an escalated pollution response strategy.

Within 3 NM, the jurisdiction falls within the MDANE. In practice, MDANE delegates this task to local municipalities' Fire and Rescue services.

### 3. GENERAL POLLUTION POLICY

Offshore containment and recovery is the preferred strategy irrespective of whether the pollution is inside or outside 3 NM or whether it originates from mineral and hydrocarbon- related exploration or not.

Within the BMP' s jurisdiction, dispersant and in-situ burning application are considered to be a secondary strategy and prior permission must be sought from the BMP. Dasie Slickgone NS is approved as a dispersant for application in Greenland by the BMP. Approval of any other dispersant must be sought on a case-by-case basis. Dispersant use or in-situ burning will be approved by the BMP following a net environmental benefit analysis (NEBA).

### 4. PREPAREDNESS

Joint Arctic Command has the authority to require relevant equipment and personnel from the Danish contingency equipment for combating oil spills.

The national oil spill response company Greenland Oil Spill Response A/S (GOSR) holds a stockpile of response equipment. This equipment is situated in Kangerlussuaq, unless relocated for operational reasons. At the following locations in Greenland, boom(s) and a skimmer are stationed at the local municipalities' Fire and Rescue services along the coastline: Qeqertarsuaq, Ilulissat, Qasigiannquit, Aasiaat, Sisimiut, Maniitsoq, Nuuk, Paamiut, Narsaq, Qaqortoq, Nanortalik and Tasiilaq.

### 5. INTERNATIONAL AGREEMENTS

Greenland is party to:

CANDEN Agreement (1983) aims at developing bilateral cooperation for protecting the marine environment of the waters lying between Canada and Greenland, particularly with respect to preparedness measures as a contingency against pollution incidents resulting from offshore hydrocarbon exploration or shipping activities.

The 1971 Copenhagen Agreement (revised in 1993) between Denmark (including Greenland), Finland, Iceland, Norway and Sweden which addresses marine pollution.

The Convention on the Protection of the Marine Environment of North-East Atlantic (OSPAR 1992) between Belgium, Denmark, Finland, France, Germany, Iceland, Ireland, Luxembourg, the Netherlands, Norway, Portugal, Spain, Sweden, Switzerland and the United Kingdom is the current legal instrument guiding international cooperation on the protection of the marine environment of the North-East Atlantic.



## 6. CONTACT POINTS

**ADMINISTRATIVE CONTACT POINTS** mirror the division of responsibilities.

The Ministry of Domestic Affairs, Nature and Environment is the administrative contact point regarding pollution inside the 3NM zone.

Ministry of Domestic Affairs, Nature and Environment  
PO Box 1614  
3900 Nuuk  
Greenland  
Tel: +299 345000  
Fax: +299 325286  
E-mail: [nnpn@nnpn.gl](mailto:nnpn@nnpn.gl)

The Bureau of Minerals and Petroleum is the administrative contact point for matters related to hydrocarbon exploration and exploitation.

Greenland Bureau of Minerals and Petroleum  
Imaneq 1A-201  
3900 NuukGreenland  
Tel: +299 346800

Joint Artic Command is responsible for pollution outside the 3NM zone. To contact the Joint Artic Command, please use the contact details of the Operational contact point listed below.

### **Emergency number**

Use the contact details of the Operational contact point listed below.

### **OPERATIONAL CONTACT POINT (ON DUTY 24 HRS)**

Joint Arctic Command (JACMD)  
MRCC GREENLAND  
Aalisartut Aqquttaat 47  
PO Box 1072, 3900 Nuuk, Greenland  
Tel: +299 36 40 00  
Fax: +299 36 40 29  
E-mail: [ako@mil.dk](mailto:ako@mil.dk) & [ako-commcen@mil.dk](mailto:ako-commcen@mil.dk)

## **FAROE ISLANDS**

### **1. ORGANISATION**

Faroese law regulates the maritime sector of the Faroe Islands. The principal legislation is the Faroese Act on Safety at Sea. The Faroese Act on Protection of the Marine Environment aims to prevent and reduce pollution, including oil pollution, of the marine environment from ships, aircraft and floating and fixed platforms. Hydrocarbon and mineral resources and resource activities in the Faroese subsoil are also regulated domestically by the Faroe Islands.

The principal statute intended to prevent oil spills relating to hydrocarbon activities, is the Faroese Act on Hydrocarbon Activities which regulates prospecting, exploration and exploitation of mineral resources on the continental shelf of the Faroe Islands.

The Maritime Rescue and Coordination Centre in the Faroe Islands (MRCC/T6rshavnradio) is the government agency under the Ministry of Fisheries which acts as the point of contact for notification regarding oil spills and pollution in the Faroese area and facilitates communication with the Faroese Office of Public Works (Landsverk) under the Ministry of the Interior which is responsible for the clean-up work. The Faroe Islands' responsibilities regarding oil spill and pollution preparedness covers an area out to 200 nautical miles from the Faroese coastline.

The Faroese Act on Preparedness organizes the Faroese contingency according to the principle of sector responsibility. In this context, the Faroese Office of Public Works draws a national contingency plan for oil spill and pollution. The Faroese Office of Public Works develops this contingency plan in close cooperation with the Faroese municipalities. The intention is that the Faroe Islands have a national contingency plan for oil pollution, and that the largest of the 30 municipalities in the Faroese authorities and municipalities are in possession of some oil spill on land and from the land out on the lake. The Faroese authorities and municipalities are in possession of some oil spill response equipment. The objective in the short term is to acquire more equipment and have it placed in depots around the Faroe Islands.

In the event of a major oil spill, the Faroese government, in this context, the Faroese Office of Public Works - may call upon aid via the Copenhagen Agreement regarding marine pollution.

### **2. GENERAL POLLUTION POLICY**

The Faroese authorities have a goal to ensure that all development of the Faroese society, the international community and the exploitation of natural resources be sustainable.

The Faroe Islands strive to maintain a clean and abundant sea and to prevent pollution of the sea. Pollution of the sea can move across national borders and therefore international cooperation on oil pollution is a necessity.

The primary objective is to contain and recover the oil as close to the source as possible. Chemical dispersion is considered to be supplementary to physical removal. To this end, authorities, municipalities and every relevant private organizations required to have an oil spill contingency plan should consider dispersant use as a strategy. The Farnese Environment Agency (Umhvørvisstovan) is the competent authority for dispersant approval and regulations.

### **3. PREPAREDNESS**

Employees of MRCC/Tórshavnradio and the Farnese Office of Public Works are on 24/7 emergency call. According to the contingency plan developed by the Farnese Office of Public Works, it is important to incorporate into the plan any cooperation agreements the Farnese authorities must make with foreign response actors relating to oil spill response. The Farnese Act on Hydrocarbon Activities determines that oil companies that undertake oil drilling in the Farnese subsoil must develop contingency plans for their businesses that include oil spill response equipment.

### **4. INTERNATIONAL AGREEMENTS**

The Faroe Islands is a party to and/or has adopted:

- The 1971 Copenhagen Agreement relating to marine pollution (revised in 1993 and implemented in the Faroes in 1998) between Denmark (including Faroe Islands and Greenland), Finland, Iceland, Norway and Sweden.
- United Nations Convention on the Law of the Sea, 1982 (UNCLOS).
- MARPOL 73/78, International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto.
- OSPAR Convention for the Protection of the Marine Environment of the North-East Atlantic.
- International Convention on Oil Pollution Preparedness, Response and Co-Operation, 1990 (OPRC).
- Convention on the Prevention of Marine Pollution by Dumping of Wastes and other Matter, 1972.

### **5. CONTACTPOINTS**

#### **ADMINISTRATIVE CONTACT POINT**

The Faroese Office of Public Works (Landsverk)  
Tinghusvegur 5  
P.O. Box 78  
110 Torshavn  
The Faroe Islands  
Phone: +298 340 800  
Fax: +298 340 801

24-hour oil spill response

Phone: +298 290 867

Email: [lv@lv.fo](mailto:lv@lv.fo)

24-hour oil spill response

Email: [olja@lv.fo](mailto:olja@lv.fo)

Emergency number - use the contact details of the operational contact point listed below.

#### **OPERATIONAL CONTACT POINT (ON DUTY 24 HRS)**

MRCC Tórshavnradio

Phone: +298 351300

Fax: +298 351301

Sat C telex: 492 888 021

E-mail: [mrcc@mrcc.fo](mailto:mrcc@mrcc.fo)

Finland
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### 1. NATIONAL RESPONSIBILITY

The Ministry of Environment has the supreme responsibility for the management and supervision of the response against pollution caused by oil and other harmful substances. Finnish Environment Institute (SYKE) is the competent governmental pollution response authority in Finland. It is in charge of measures against pollution incidents at open sea and whenever severity of an incident so necessitates. SYKE is also the nationally appointed competent authority that is empowered to request and give international assistance in response to marine pollution caused by oil or other harmful substances. Other authorities are obliged to assist in oil and chemical spill response within their abilities. Each of the 22 Rescue Service Regions takes care of oil pollution preparedness and response in their own area and assist in responding chemical spills. The owners of different kind of facilities handling big amounts of oil have to have a limited oil response ability of their own.

### 2. ORGANISATION

- a. The Finnish Environment Institute Response Commander (RC), nominated by SYKE and under him an On-Scene Commander (OSC), lead the response activities at open sea and also in other areas if the spill is of such magnitude that within reasonable limits the local authorities are not able to cope with it.
- b. Each Rescue Service Region has the responsibility to arrange the response to oil spills in its sea and land area and has to have a contingency plan
- c. Different organisations are liable to assist the Finnish Environment Institute and other above mentioned oil pollution response authorities upon a request. These organisations include Governmental authorities like the Border Guard of Finland and Finnish Defense Forces (especially the Navy). Private companies are also liable to assist with resources at their disposal. There is a special regional contingency plan made for each of the three coastal areas and for one inland watercourse.

### 3. GENERAL POLLUTION POLICY

Due to the sensitive ecology of the Baltic Sea, it has been internationally agreed in Helsinki Convention that the oil spill response policy of Baltic Sea countries is based on the mechanical recovery of oil. Dispersants are not used in Finland. The Contracting Parties of Helsinki Convention shall individually and jointly maintain adequate ability and to respond to pollution incidents. Each Party shall, when a pollution incident occurs in its response region, make the necessary assessments of the situation and take adequate response action. When a spill is drifting into a response region of another Contracting Party, that Party shall without delay be informed of the situation and the actions that have been taken. A Contracting Party is entitled to call for assistance by other Contracting Parties when responding to a pollution incident at sea and Contracting Parties shall use their best efforts to bring such assistance.

### 4. PREPAREDNESS

Finland's preparedness is according to the Helsinki Convention. It is defined in **HELCOM Recommendation 31/1 (4 March 2010) DEVELOPMENT OF NATIONAL ABILITY TO RESPOND TO SPILLAGES OF OIL AND OTHER HARMFUL SUBSTANCES. It recommends among other things:**

- a) "to deal with spillages of oil and other harmful substances at sea so as to enable them:
  - i. to keep a readiness permitting the first response unit to start from its base within two hours after having been alerted;
  - ii. to reach within six hours from start any place of a spillage that may occur in the response region of the respective country;
  - iii. to ensure well organized adequate and substantial response actions on the site of the spill as soon as possible, normally within a time not exceeding 12 hours.
- b) to respond to major oil spillages:
  - i. within a period of time normally not exceeding two days of combating the pollution with mechanical pick-up devices at sea; if dispersants are used it should be applied in accordance with HELCOM Recommendation 22/2, taking into account a time limit for efficient use of dispersants;
  - ii. to make available sufficient and suitable storage capacity for disposal of recovered or lighted oil within 24 hours after having received precise information on the outflow quantity."

When an oil spill is observed at open sea, the report shall be given to the Maritime Rescue Coordination Centre (MRCC TURKU in Archipelago Sea area) or to Maritime Rescue Sub-centre (MRSC Helsinki in the Gulf of Finland area). After a report has been received, the Coast Guard District will, as expeditiously as possible, estimate the type and size of the oil spill and inform SYKE and possibly the local authorities. Local and governmental oil pollution response authorities and assisting authorities (even by their own initiative) are liable by the law and by applying relevant contingency plans to start all reasonable countermeasures against oil pollution. The first measures and later more expertise demanding tasks like big- scale oil recovery and removal of oil from a casualty and even long-term oil spill response activities at sea and on beaches will be

undertaken by combined resources representing various authorities. These actions will be initiated, supported and controlled by SYKE and commanded by the RC. The RC and under him an OSC will collect available manpower and equipment, arrange logistics, decide which measures shall be used for the response, etc. SYKE decides if request for assistance will be made to the Contracting Parties to the Helsinki Convention.

**5. INTERNATIONAL AGREEMENTS**

Convention:

Prevention & Safety	Spill Response		Compensation				
MARPOL Annexes 73/78 III IV V VI	OPR C '90	OPR C- HNS	CLC '69 '76 92	Fun d '92	Sup p Fun d	HNS *	Bunk er
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>

Regional and bilateral agreements:

- The Convention on the Protection of the Marine Environment of the Baltic Sea Area (Helsinki Convention)
- The agreement on mutual assistance between Finland, Norway, Denmark, Sweden and Iceland (Copenhagen Agreement). Under the terms of this convention, the Nordic countries will take joint action in the event of accidental spill in the marine environment.
- The Finnish-Soviet cooperation agreement for the recovery of oil and other hazardous chemicals in accidents affecting the Baltic Sea area. Finland and Russia have agreed bilaterally to honour this agreement in practice for the present.
- The Finnish-Estonian agreement on the cooperation in combating against pollution incidents at sea.

Bilateral agreements and the Copenhagen Agreement are consistent with and complementary to the Helsinki Convention. They are forums to handle matters of regional importance in responding to maritime pollution incidents.

**6. CONTACT POINTS**

**ADMINISTRATIVE CONTACT POINT**

**National Contact Point - Inquiries (office hours)**

Finnish Environment Institute (SYKE) Duty officer  
 P.O. Box 140  
 FIN-00251 HELSINKI  
 Telephone: +358 20 610 123 (office hours)  
 Telefax: +358 9 54 90 24 78 (office hours)

**OPERATIONAL CONTACT POINT (ON DUTY 24 HRS)**

Maritime Rescue Coordination Centre (MRCC TURKU)  
 MRCC/Operations Center of the Guard  
 P.O. Box 16  
 FIN-20101 TURKU  
 Telephone: +358 204 1000 (24 hours)  
 Telefax: +358 71 872 7019

**Map location Stockpiles**

N/A

**ICELAND**

**1. NATIONAL RESPONSIBILITY**

Icelandic Law no. 33/2004 provides for protection of the ocean and the coasts of Iceland from pollution and actions that can endanger human health, harm natural resources and affect its ecosystems, that can damage its environment or prevent legitimate utilization of Icelandic waters.

In case of oil pollution, the Minister for the Environment and Natural Resources has ultimate responsibility. The Environment Agency of Iceland is responsible for enforcing the law no. 33/2004. It is responsible for monitoring the ocean for pollution, issue instructions and educational guidelines. The Icelandic Coast Guard is responsible for monitoring the waters around Iceland, both from the air as well as from ships. The Icelandic Maritime Administration is responsible for monitoring ship traffic as well as inspections of oil pollution equipment onboard ships in Icelandic waters.

The national response organisation involves the offices of the Environment Agency, Coast Guard and Maritime Administration in accordance with National Contingency Plan. All of Iceland and its waters to the edge of the EEZ are organized centrally. Only harbor areas are under the control of Harbor Masters.

**2. ORGANISATION**

The Environment Agency of Iceland has primary coordinating responsibility for oil spill response for coastal zones and the open waters of Iceland covering the whole of the EEZ.

**3. GENERAL POLLUTION POLICY**

Those responsible for the discharge or release are required to immediately notify the Icelandic Coast Guard (ICG) 24-hour Hotline located at their headquarters in Reykjavik. The ICG notifies the Environmental Agency of Iceland (EAI). The EAI activates their in-house response system and appoints an On-Scene Coordinator who will notify any other parties involved in the response system. The On-Scene Coordinator uses the ICS system to manage the incident.

**4. PREPAREDNESS**

The EAI uses contractors specialized and trained in response operations and has stockpiles of equipment and materials on hand. The ICG also has equipment onboard Coast Guard vessels capable of operating in high seas. The ICG also has capabilities to transport response equipment around the island and out to vessels at sea.

Industry is encouraged to come up with its own clean-up plans and do the clean-up in-house, but all clean-up plans have to be accepted by the EAI prior to start of operation. the EAI can deny the plan of the polluter and activate its own contractors.

**5. INTERNATIONAL AGREEMENTS**

Copenhagen Agreement (Nordic Countries), MARPOL 73/78, OPRC 90, Fund 92

**6. CONTACT POINTS**

**ADMINISTRATIVE CONTACT POINT**

Environment Agency of Iceland  
Division of Environmental Quality  
Sudurlandsbraut 26, 108  
Reykjavik, Iceland  
Telephone: +354 591-2000  
Fax: +354 591 2010

**Emergency number**

Maritime Alert Center / Icelandic Coast Guard (24-hr hotline)  
Telephone: +354 545 2100  
Fax: +354 545-2001

**OPERATIONAL CONTACT POINT (ON DUTY 24 HRS)**

Icelandic Coast Guard (24-hr hotline)  
Phone: +354 545-2100  
Fax: +354 545-2001

**Map location Stockpiles**

EIA stockpiles are located in Reykjavik, Iceland

**NORWAY****1. NATIONAL RESPONSIBILITY / ORGANISATION**

The Norwegian Coastal Administration (NCA) is the government agency responsible for safeguarding the coastline, including ensuring preparedness in cases of acute pollution. The NCA is headed by a Director General, who reports directly to the Department of Fisheries and Coastal Affairs and the Norwegian Minister of Fisheries. The NCA's Department for Emergency Response which is a part of NCA's HQ is located in Horten. An Emergency Response Centre which reports to the department of Emergency Response has the operational responsibility for the Governmental response. NCA have 16 manned depots around the coastline in addition to OSR equipment onboard several NCA and Coast Guard vessels. Under the Pollution Control Act, the national contingency system is divided into private, municipal and governmental contingency areas with specific responsibilities. All contingency plans and organizations are standardized and coordinated so that in the event of a major national emergency, the national contingency system will work as a single integrated response organization.

In Norway, the 430 municipalities are divided into 32 intermunicipal preparedness areas, each with their own approved contingency plan. Local authorities are responsible for dealing with minor acute spills that occur within the municipality due to normal activity, and which are not covered by the polluter's private contingency arrangements.

The NCA provides for major incidents not covered by, or beyond the capabilities, of the municipal and private contingency plans by providing equipment, material, vessels and personnel, including expert advisers. There is an obligation on all parties required to have a contingency plan to provide assistance to other parties should the need arise. In the event of a major spill, government may call upon industry to aid their response. In such cases, equipment may be used from a number of industry stockpiles including the Norwegian Clean Seas Association for Operating Companies (NOFO).

**2. GENERAL POLLUTION POLICY**

The primary objective is to contain and recover the oil as close to the source as possible. Chemical dispersion is considered to be supplementary to physical removal. To this end, every private organization required to have an oil spill contingency plan should consider dispersant use as a strategy. The Climate and Pollution Agency (Klif), under the Ministry of Environment, is the competent authority for dispersant approval and regulations. NCA authorizes dispersant use in spill response situations where dispersant would be beneficial but have not been laid out in a contingency plan as part of requirements from Klif.

Applications for the use of dispersants should be based on a Net Environment Benefit Analysis (NEBA). To date the governmental preparedness has not implemented the use of dispersants in their contingency plans.

Disposal of oily waste in local domestic waste sites is dependent upon local authority regulations, but these never allow greater than 3% oil content. If these criteria are not met, the waste may be dealt with through a nationally coordinated waste disposal scheme.

**3. PREPAREDNESS**

24/7 Duty team which can be transformed to the Governmental response organization which is organized according to the ICS system. Several NCA and coast guard vessels are equipped with OSR equipment ready for response. The duty officer in the HQ will have the responsibility for international cooperation.

**4. INTERNATIONAL AGREEMENTS**

Norway is a Party to: CLC 92, Fund 92, Suppl Fund 03, Bunker conv, OPRC/90, OPRC/HNS and MARPOL 73/78 annex III-IV-VI.

Besides the arrangements within the European Union, Norway is a party to the Copenhagen Agreement and the Bonn Agreement. Norway has, in addition a bilateral plan with UK (the Norbrit-plan) a bilateral agreement with Russia in the Barents Sea.

**5. CONTACT POINTS****ADMINISTRATIVE CONTACT POINT**

Norwegian Coastal Administration HQ

Department for Emergency Response

Phone +47 33034808

Fax: +47 33034949

[post@kystverket.no](mailto:post@kystverket.no)

**Emergency number**

See below - Operational contact point

**OPERATIONAL CONTACT POINT (ON DUTY 24 HRS)**

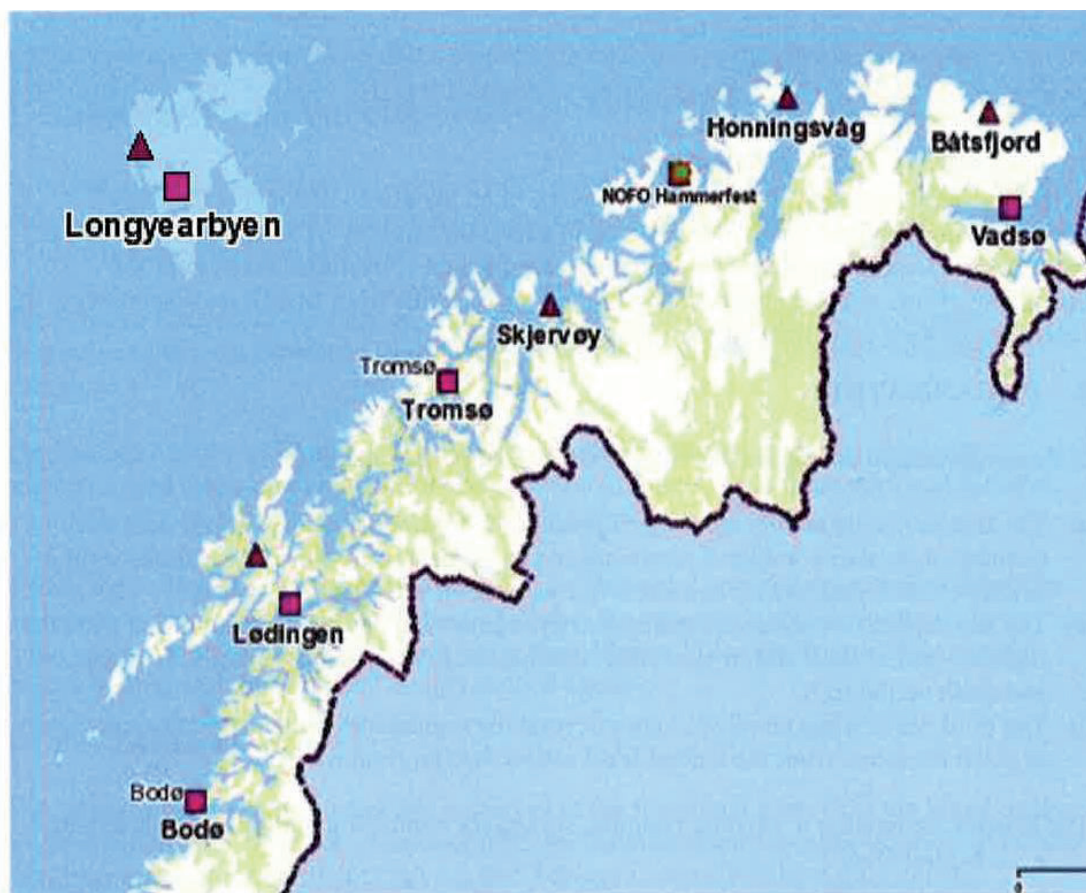
**Duty officer**

Phone:+ 47 33034800

Fax:+4733034949

Email: [vakt@kystverket.no](mailto:vakt@kystverket.no)

Map location stockpiles north of the Arctic Circle in Norway



## RUSSIAN FEDERATION

### 1. NATIONAL RESPONSIBILITY

In the Russian Federation, within the framework of an integrated national emergency prevention and response system, the Russian Federation Ministry of Transport (the Federal Agency of Maritime and River Transport) has established a functional subsystem for organising efforts to prevent and respond to marine oil spills from vessels and facilities, regardless of their departmental and national affiliation.

### 2. ORGANISATION

A three-tiered approach is taken to marine oil spill response planning:

- a) The first tier is the facility level. Each potentially hazardous facility has the necessary quantity of its own or enlisted personnel and equipment to respond to the largest spill it could potentially encounter in accordance with an oil spill risk assessment.
- b) The second tier is when an oil spill goes beyond the facility level, and resources from the regional (basin) level and, if necessary, international resources are brought in to contain and clean up the spill.
- c) The third tier is when an oil spill goes beyond the regional level and it becomes necessary to enlist resources from the federal level and/or foreign resources.

The Russian Federation's existing planning system for combating marine oil spills entails:

- a federal plan;
- regional (basin) plans;
- port plans (for the authorities of seaports engaged in oil operations);
- the facility plans of off-shore oil industry organisations that explore for and extract hydrocarbons off shore and store, transport and transship oil (categories: local emergency- up to 500 tons; regional emergency- from 500 to 5,000 tons; federal emergency- in excess of 5,000 tons).

The following agencies are charged with day-to-day management of the functional subsystem:

**federal** - the State Marine Pollution Control, Salvage and Rescue Administration of the Russian Federation (SMPCSA), a federal budget-funded agency that exercises management through the State Maritime Rescue Coordination Center;

**regional** - Marine Rescue Coordination Centers (MRCCs), Marine Rescue Sub-Centers (MRSCs), and the dispatching services of the Baltic Salvage and Towage Company federal state unitary enterprise and its branches;

**facility-level** - the on-duty/dispatching services of maritime transport organizations, seaports, branches of the Rosmorport federal state unitary enterprise, shipping companies, and other organizations, regardless of departmental and national affiliation, engaged in oilfield exploration, oil extraction, and oil refining, transport and storage in offshore areas.

The following marine rescue coordination centers and marine rescue sub-centers currently operate in the Russian sector of the Arctic: MRCC Murmansk, MRCC Dikson, MRSC Archangelsk, MRSC Pevek. Since navigation in the area of MRSC Tiksi and MRSC Pevek is seasonal, these MRSC's operate only during in the navigation season.

### 3. GENERAL POLLUTION POLICY

In Russia, the Russian Federation Ministry of Transport and the Federal Agency of Maritime and River Transport are the competent national responsible for oil pollution.

The Russian Federation Ministry of Transport is empowered on behalf of the Russian Federation to request assistance from foreign countries or to decide to render requested assistance.

The Federal Agency of Maritime and River Transport is charged with organizing the prevention and clean-up of marine oil and petroleum product spills from ships and facilities regardless of their departmental and national affiliation.

Within the Federal Agency of Maritime and River, emergency response functions for maritime transport, including matters involving the prevention and clean-up of marine oil spills, are assigned to the Russian Federation State-Marine Pollution Control, Salvage and Rescue Administration, a federal budget-funded agency.

### 4. PREPAREDNESS

The contact-readiness personnel and resources of the functional subsystem are based on the professional marine emergency response units for containing and cleaning up spills of oil and petroleum products of the Baltic Salvage



and Towage Company federal state unitary enterprise and its branches, the MRCC's and MRSCs, and also the emergency response units of organizations engaged in offshore oil operations.

Emergency response in the Arctic regions within the Russian Federation's zone of responsibility is provided:

- in the western sector of the Arctic, by the personnel and resources of the Northern and Arkhangelsk branches of the Baltic Salvage and Towage Company federal state unitary enterprise;
- in the eastern sector of the Arctic, by the personnel and resources of the Sakhalin branch of the Baltic Salvage and Towage Company federal state unitary enterprise.

Resources for responding to oil spills in seaports are based, as a rule, on the personnel and resources of the Baltic Salvage and Towage Company federal state unitary enterprise and its branches and environmental organizations used on a contractual basis.

At the present time, storage points for oil spill combating equipment are being established at the ports of Tiksi, Dikson, and Pevek and in Provideniya Bay.

Emergency rescue preparedness is maintained in the maritime basins within the Russian Federation's search-and-rescue regions in order to perform the state task of rendering assistance to people and vessels in distress at sea and to respond to oil spills.

To maintain preparedness in Arctic regions not covered by existing personnel and resources, icebreakers are used during their period of operations in the Arctic, for which purpose the icebreakers are outfitted with oil spill combating equipment; in addition, professional responders are seconded.

As a rule, oil industry facilities operating offshore are equipped with sufficient quantities of modern oil-recovery equipment to clean up spills of local or regional significance.

For large spills, tanker accidents at sea, and oil spills related to such accidents, the federal plan or regional (basin) plans for spill prevention and response are activated; these plans rely primarily on the specialized ships, specialized maritime units, and oil spill response equipment of the Baltic Salvage and Towage Company federal state unitary enterprise and its branches.

Interaction with the response services of adjacent states in matters of oil spill prevention and clean-up is carried out in accordance with multilateral and bilateral international agreements with those states on cooperation in combating oil pollution.

Russia's federal plan and basin plans for oil spill prevention and clean-up provide for the use of oil spill response personnel and equipment from foreign states in accordance with multilateral and bilateral international agreements on cooperation in combating offshore oil spills.

## **5. INTERNATIONAL AGREEMENTS**

- a) Agreement Between the Government of the Russian Federation and Government of the Kingdom of Norway Concerning Cooperation on the Combatment of Oil Pollution in the Barents Sea, April 28, 1994.
- b) Joint Russian-Norwegian Contingency Plan for the Combatment of Oil Pollution in the Barents Sea (2002).
- c) Agreement Between the Government of the USSR and the Government of the USA Concerning Cooperation in Combating Pollution in the Bering and Chukchi Seas in Emergency Situations, May 11, 1989.
- d) Joint Contingency Plan of the Russian Federation and the USA for Combating Pollution in the Bering and Chukchi Seas in Emergency Situations (2001/2011).
- e) Agreement Between the Government of the USSR and the Government of the Republic of Finland on Cooperation in Combating Pollution of the Baltic Sea in Accidents Involving Oil and Other Harmful Substances, 1989.
- f) Joint Russian-Finnish Contingency Plan for Combating Pollution of the Baltic Sea, 2003.
- g) United Nations Convention on the Law of the Sea, 1982.
- h) International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969.
- i) International Convention on Civil Liability for Oil Pollution Damage, 1992.
- j) International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992.
- k) International Convention for the Prevention of Pollution from Ships, 1973/1978, as amended (MARPOL).
- l) International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC Convention). International Convention on Civil Liability for Bunker Oil Pollution Damage (Bunker Convention), 2001.

**6. CONTACTS****ADMINISTRATIVE CONTACT POINT**

Ministry of Transport of the Russian Federation  
109012, Moscow, Rozhdestvenka, str. 1, building 1  
Tel.:+ 7(495) 626 1000  
Fax:+ 7(495) 626 9128  
E-mail address: [info@mintrans.ru](mailto:info@mintrans.ru)

Federal Agency of Maritime and River Transport  
125993, Moscow, Petrovka, str., 3/6  
Tel.:+ 7(495) 626 1100  
Fax: + 7(495) 626 1562

Ministry of the Russian Federation for Civil Defense, Emergencies and Elimination of Consequences of Natural Disasters (EMERCOM of Russia)  
103012, Moscow, Teatralny proezd 3  
Fax: +7 (495) 624-84-10 (daily and night)  
Voice: +7 (495) 626-35-82  
E-mail address: [emercom@mchs.gov.ru](mailto:emercom@mchs.gov.ru)

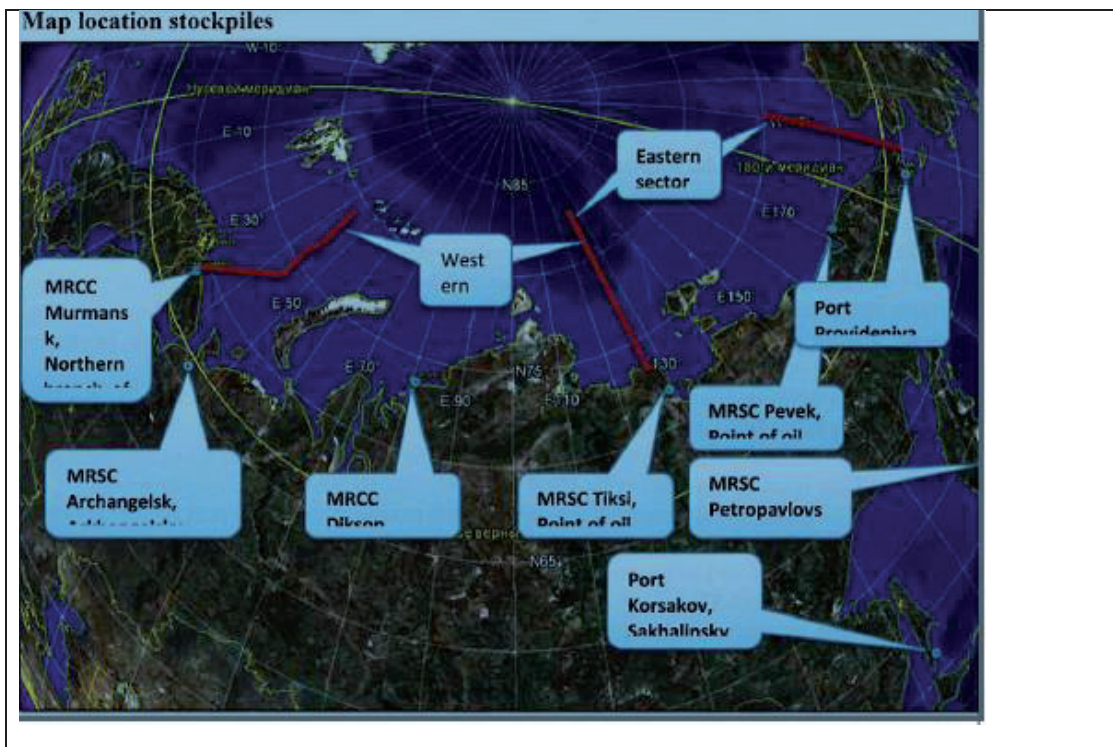
**Emergency number**

State Marine Pollution Control, Salvage and Rescue Administration of the Russian Federation (MPCSA)  
Phone:+7(495) 626 1808  
Fax:+7(495) 626 1809  
E-mail address: [mpcsa@smpcsar.ru](mailto:mpcsa@smpcsar.ru)

**OPERATIONAL CONTACT POINT (ON DUTY 24 HRS)**

State Maritime Rescue Coordination Centre (SMRCC) of the State Marine Pollution Control, Salvage and Rescue Administration of the Russian Federation (MPCSA)  
Tel.:+ 7 495 626 10 52  
Fax: + 7 495 623 74 76  
Telex: 411369 SMT RU  
Inmarsat: (870) 772 291 490  
E-mail address: [od@smrcc.morflot.ru](mailto:od@smrcc.morflot.ru) (duty officer)

National Emergency Management Center of the EMERCOM of Russia  
121357, 1-Vatutina Str., Moscow  
Tel: (499) 449-94-43; (499) 449-97-13  
Fax: (499) 449-94-43  
E-mail address: [ncuks@mchs.gov.ru](mailto:ncuks@mchs.gov.ru)



**SWEDEN****1. NATIONAL RESPONSIBILITY**

The Swedish Act on Protection against Accidents forms the legal basis for all response to incidents. The Swedish Coast Guard is responsible for all response to oil pollution incidents at sea, including EEZ, and is also entitled to act in within the applicable international agreements for mutual co-operation. Municipalities have the responsibility for beaches and, in principle, for inland waters. The Swedish Civil Contingencies Agency supports the municipalities with R&D, training and additional response equipment stored in regional stockpiles.

**2. ORGANISATION**

The Swedish Coast Guard is organized in a headquarters in Karlskrona and two regional Commands, one in Gothenburg and the other in Stockholm. Below this there are some twenty Coast Guards Stations, and among those, one for aerial surveillance.

**3. GENERAL POLLUTION POLICY**

The Swedish response to oil pollution focuses on the use of mechanical equipment . Dispersant or sinking agents are not used. Aerial surveillance including use of satellites are essential tools for early discovery and response at sea. International co-operation is applied whenever found beneficial, especially with Denmark, Finland and Norway.

**4. PREPAREDNESS**

There are 24/7 Command Centers, and always ships at sea performing many duties but ready to start an oil spill response operation and international co-operation.

**5. INTERNATIONAL AGREEMENTS**

Sweden is Party to :

CLC 92, Fund 92, Suppl Fund 03, OPRC/90, OPRC/HNS, MARPOL 73/78 annex I-VI

Besides the arrangements within the European Union, Sweden is Party to the Copenhagen Agreement, the Helsinki Convention (HELCOM) and the Bonn Agreement.

**6. CONTACT POINTS****ADMINISTRATIVE CONTACT POINT**

Swedish Coast Guard HQ

Stumholmen, box 536,

371 23 Karlskrona,

Telephone: +46 455353400

Fax:+ 46 455105 21

E-mail [registrator@coastguard.se](mailto:registrator@coastguard.se)

**Emergency number**

See below

**OPERATIONAL CONTACT POINT (ON DUTY 24 HRS)****Officer on duty:**

Telephone: +46 31727 91 00

Fax +4631297395

E-mail: [vb.krs@coastguard.se](mailto:vb.krs@coastguard.se)

**Map location Stockpiles**

Major stockpiles in Gothenburg, Karlskrona, Stockholm and Hamosand.

No map available

**UNITED STATES OF AMERICA****1. NATIONAL RESPONSIBILITY**

The National Response Framework and its specific spill response National Oil and Hazardous Substances Pollution Contingency Plan (NCP) provide for a coordinated response to discharges of oil and releases of hazardous substances, pollutants, and contaminants. The Framework provides for a national response organisation that may be activated in response actions. Responsibilities among the federal, state, and local governments are specified along with descriptions of resources that are available for response.

The National Response Framework requires an incident command system that specifies responsibilities of state agencies and municipalities; federal agencies; operators of facilities; and private parties whose land or property may be affected. Pre-designated On-Scene Coordinators are organized by region into a three tiered response capability: Level I for minor incidents generally managed with local resources and a small response staff; Level II for medium-sized incidents requiring activation of area resources and a potential for moderate impacts; and Level III for catastrophic incidents which require a state-wide response team. Regional and Area Plans contain detailed, localized information on the potentially hazardous facility, nearby environmentally sensitive areas, emergency response equipment and personnel, and information regarding local emergency response capability. At the local level, committees develop local emergency plans and procedures.

Federal and state laws require industry to prepare response contingency plans which are approved prior to operations. Those responsible for the discharge or release are responsible for containment and cleanup and contaminated debris disposal, including associated costs of restoration and damages. Industry has organized cooperatives for oil and chemical emergencies, pooling response equipment, expertise and resources.

**2. ORGANISATION**

The US Coast Guard has primary coordinating responsibility for oil spill response for the coastal zone. The US Environmental Protection Agency has primary responsibility for all inland areas. The U.S. Department of Interior, Bureau of Safety and Environmental Enforcement regulates offshore energy production and is responsible for oil spill planning and preparedness for fixed and floating facilities engaged in exploration, development, and production activities in state and Federal offshore waters. The US Department of Transportation Office of Pipeline Safety and, in Alaska, the Bureau of Land Management are the key federal agencies working with the intergovernmental Joint Pipeline Office (JPO) providing comprehensive oversight of oil and gas pipelines in Alaska, most notably, the Trans-Alaska Pipeline System (TAPS). The Alaska Department of Environmental Conservation, Division of Spill Prevention and Response is lead state agency.

**3. GENERAL POLLUTION POLICY**

Those responsible for the discharge or release are required to immediately notify the US National Response Center (NRC), located at US Coast Guard Headquarters of a spill. The US Government notifies the State of Alaska, Trustees of natural resources, and any country that may be impacted by the release. These notifications are usually accomplished by the On-Scene Coordinator, who will also notify any other parties involved in the response system, through a comprehensive network of state and local emergency operations centers.

Information is also communicated throughout the response. Pollution/incident reports are drafted regularly and are transmitted to interested parties. Notification procedures and communication methods used are identified in regional area contingency plans and industry facility-response contingency plans.

**4. PREPAREDNESS**

Industry is required to have response equipment on scene, with the quantity and type based on the operation and facility. Should additional equipment be needed in an incident, a tiered response is activated according to the regional or area contingency plan and the facility's response plan, allowing access to equipment and resources maintained by local government, other non-government organisations, state agencies, and Federal government. Equipment lists are maintained in regional and area plans as well as facility response contingency plans.

Industry has formed cooperatives to pool resources, capabilities, and personnel. Alaska Clean Seas, Cook Inlet Spill Prevention and Response (CISPRI) Alaska Chadux Corporation are industry response cooperatives which maintain response organisations. Alyeska, as operator of the Trans Alaska Pipeline, has equipment staged along the pipeline with significant response resources located in Valdez. CHEMTREC, a national industry funded cooperative, provides technical assistance for chemical emergencies. In some cases, offshore operators on the Outer Continental Shelf own and operate their own response vessels, barges, and well capping equipment.

Specialized assets exist for response. These assets include the National Strike Force which is made up of three rapid response teams of trained personnel and specialized equipment for responding to oil or hazardous materials incidents. The teams are trained to provide technical assistance, equipment, and other resources to augment local response efforts. Navy salvage teams, scientific support teams, public affairs teams, and animal rescue organisations are

specialized assets that are also available to assist local response efforts. A National Strike Force Coordination Center assists coordinating the use of these assets and in locating other spill response resources for both response and planning.

#### **5. INTERNATIONAL AGREEMENTS**

US/Russian Federation Joint Contingency Plan Against Pollution in the Bering and Chukchi Seas, US/Canada Joint Contingency Plan, MARPOL 73/78, OPRC 90, OPRC/HNS 2000 (not ratified), Intervention Convention 69/73, Salvage Convention 89, Convention on Early Notification of a Nuclear Accident, Convention on Assistance in the Case of a Nuclear Accident or Radiological Emergency.

#### **6. CONTACT POINTS**

##### **ADMINISTRATIVE CONTACT POINT**

United States Coast Guard  
Assistant Commandant, Response Policy (CG-SR)  
2100 2nd St. SW, Stop 7363  
Washington, D.C. 20593-7363  
Telephone:+ 1 202 372-2010  
Fax:+1 202 372-2901

U.S. Department of the Interior  
Bureau of Safety and Environmental Enforcement  
Chief, Oil Spill Response Division  
381 Elden Street, HE 3327  
Herndon, Virginia 20170  
Telephone:+1 703 787-1637

##### **Emergency number**

National Command Center  
Telephone:+1-202-372-2100  
Fax:+1-202-372-2925

##### **OPERATIONAL CONTACT POINT (ON DUTY 24 HRS)**

National Response Center (NRC)  
Telephone:+1-800 424-8802  
Fax:+1-202-267-2675

##### **Map location stockpiles**

N/A

### 13. ADDENDUM (reference Section 2.5 of the Operational Guidelines)

#### **Recommendations for Coordination Mechanism for International Offers of Assistance**

Parties facing a major oil pollution incident may consider establishing one or more working groups responsible for coordinating the intake, review, assessment, and potential acceptance of offers of assistance from governments and international organisations.

Such working groups may, among other potential responsibilities:

- a. communicate and share information through the most efficient means; and
- b. assist in defining specific components of offers of assistance and matching those offers with operational needs as defined by the agencies directly engaged in response operations.

The following are some recommended steps to follow in order to adequately process an offer of assistance, upon receipt. These steps are not prescriptive, nor are they exhaustive. Each response situation is unique and those involved need to be flexible to adapt these to their unique circumstances as appropriate.

Document receipt of the offer: Once the Requesting Party has submitted a NOTIFICATION or REQUEST REPORT, and offers of assistance start to arrive, the previously established Liaison Officers, as well as the operational technical experts from the National Competent Authority, and the Interagency group (if formed) should document receipt of the offer, ensuring that the following information is captured at a minimum.

- a. Date and time of receipt of offer;
- b. Method by which offer was transmitted;
- c. Who submitted the offer, and;
- d. Specific details of what was offered (as much as have been provided).

An internal spreadsheet, database, offer log, or some other electronic means to track offers which have been received by the Requesting Party should be established, and the agency responsible for tracking and responding to received offers should be determined and agreed upon within that Party.

Responses to Offering States: As described below, a timeline should be established for all steps involved with managing international offers, one of the first of which should be an initial communication to the Offering State that its offer has been received and is under review. This initial receipt communication should also provide a time estimate of when an acceptance/decline communication will be sent. An example of a RECEIPT COMMUNICATION can be found in the Operational Guidelines.

During prolonged and complex responses, it is possible for International Offers of Assistance to be provided over week of time. In such cases, those charged with receipt and evaluation of those offers as well as for acceptance, should establish a frequency of evaluation as well as a timeline for providing a response to the Offering State.

Technical Input: Ensuring that evaluation teams include a technical expert who is closely involved in the response and is intimately aware of specific response needs such as the type and kind of skimmer, boom, or other equipment is critical to the success of utilizing offers of assistance. One of the primary objectives of a successful International Offers of Assistance program is to ensure that the offers aid and support the response, with only those tools needed and not bog down the response with unnecessary, unwanted or outdated equipment.

Acceptance Decision: Once the evaluation team has made a determination whether to accept or decline the offer, this decision should be documented appropriately. A range of specific information should be included in the Acceptance Decision documentation, including rationale and/or criteria for accepting or declining an offer. For example:

<ul style="list-style-type: none"><li>○ <b>OFFER STATUS:</b> ACCEPTED / DECLINED</li><li>○ <b>RATIONALE:</b> OFFER WAS FOR AN EQUIPMENT TYPE NOT NEEDED FOR THE OPERATIONS OF THIS RESPONSE.</li></ul>
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It is critical to the successful management of an International Offers of Assistance program to ensure that all parties involved have realistic expectations about how offers will be solicited, managed, processed, and responded to, as well as to have reasonable timeline estimates for each of these key steps. Consistent and thorough documentation of each step in the management and processing of offers is also critical.

Parties may refer to the International Maritime Organization for further guidance.



APPENDIX V  
**Cooperation and Exchange of Information**

Pursuant to Article 12 of the Agreement, the cooperation and exchange of available information may include but is not limited to the following:

- a) national systems for pollution preparedness and response including national contingency plan or plans for an oil pollution incident that may affect the Arctic marine environment;
- b) response depots and equipment inventories;
- c) technology resources and expertise and reciprocal visits by experts;
- d) best practices and lesson learned;
- e) real-time meteorological and oceanographic observations, analyses, and forecasts, including ice forecasting and reporting;
- f) wildlife response including tactics and measures for the rescue, protection and treatment of wildlife that are or may be exposed to oil pollution;
- g) information on exercises and training that may be of shared interest by the Parties;
- h) research and development;
- i) environmental mapping including data that may be relevant for considering environmental effects;
- j) spill trajectory monitoring and modeling;
- k) response tactics including mechanical recovery, in-situ burning and use of dispersants or other countermeasures, including information on the operational benefits and limits associated with the use of these tactics;
- l) organization and activation of local response resources and use of traditional knowledge;
- m) safety and personnel protective equipment;
- n) oily waste management;
- o) marine salvage including associated equipment and expertise; and
- p) reception of ships in distress in ports and places of refuge.