

Appendix IV: Operational Guidelines 2020

Agreement on Cooperation on
Marine Oil Pollution Preparedness & Response
in the Arctic

May 15, 2013

Revision 5 – December, 2020

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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 requests 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. Some Parties may already have bilateral or multilateral contingency plans in place to 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.

2020 updates to the MOSPA Operational Guidelines include updated country profiles and the addition of a Duty Personnel Reference Guide which consolidates national operational points of contact and Duty Officer procedures in one place.

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

December, 2020 UPDATE -- Appendix IV: Operational Guidelines

NEW - Duty Personnel Reference Guide - NEW

Purpose: The *Agreement on Cooperation on Marine Oil Pollution Preparedness and Response in the Arctic* (MOSPA Agreement) includes the non-binding [Operational Guidelines](#), which intend to guide cooperation, coordination and mutual assistance for oil pollution preparedness and response in the Arctic. The Guidelines address procedures for notification and requests 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. The purpose of this “Duty Personnel Reference Guide” is to create a quick reference for more in-depth information contained within the Operational Guidelines, which should aid duty personnel when accessing the Operational Guidelines during an initial notification or possible activation of the MOSPA Agreement. This information should be utilized in conjunction with a working knowledge of the MOSPA Agreement, associated Operational Guidelines, and any national requirements that duty personnel may be required to follow.

Actions: Upon notification of a MOSPA Agreement activation (or potential activation), duty personnel are an integral part of any response, especially during the initial notification / information sharing stage of the response. Duty personnel will initiate the notification and potential request for assistance, upon direction from their designated competent national authorities, by utilizing the forms and processes contained within these Operational Guidelines. Duty personnel could be responsible for receiving notifications (and/or requests for assistance) from requesting countries or sending notifications (and/or requests for assistance) to countries. Duty personnel should collaborate with all applicable representatives and organizations to ensure all forms and processes are completed and submitted to the below “Country Points of Contact”.

Country Points of Contact – Emergency 24/7

Canada (Government Operations Center) Pg. 39	Tel: +1-613-991-7000 E-mail: ps.goc-cog.sp@canada.ca Fax: +1-613-996-0995	Russian Federation / Rescue Coordination Center Pg. 59	Tel: + 7 (495) 626 10 52 E-mail (Duty Officer): odsmrcc@morflot.ru Fax: + 7 (495) 623 74 76 Telex: 411369 SMT RU Inmarsat: (870) 772 291 490
Kingdom of Denmark / Greenland (Joint Arctic Command) Pg. 43	Tel: +299 364000 E-mail: jrcc@jrcc.gl Fax: +299 364099	Russian Federation / National Emergency Management Center Pg. 59	Tel: + 7 (495) 983-64-68 Tel: + 7 (499) 995-59-57 E-mail: intdept@mchs.gov.ru E-mail: ods@mchs.gov.ru Fax: + 7 (499) 449-39-62 Fax: + 7 (499) 144-59-71
Kingdom of Denmark / Faroe Islands (MRCC Tórshavnradio) Pg. 45	Tel: +298 351300 E-mail: mrcc@vorn.fo Fax: +298 351301 Sat C telex: 423 100010	Sweden (Coast Guard Duty Officer) Pg. 65	Tel: +46 776 70 60 00 E-mail: lc@kustbevakningen.se Fax +46 31 29 73 95
Finland (MRCC Turku) Pg. 49	Tel: +358 294 1001 Emergency Tel: +358 294 1000 E-mail: mrcc@raja.fi Fax: +358 294 1019	United States of America (Department of State Ops Centre) Pg. 67	PRIMARY 24/7 Tel: 202-647-1512 operationscenter@state.gov U.S. Coast Guard Liaison to Department of State: Tel: 202-647-3946
Iceland (Icelandic Coast Guard) Pg.53	JRCC Telephone: +354 545 2100 Emergency Tel: +354 511 3333 E-mail: sar@lhg.is Fax: +354 545-2001	United States of America (National Response Center) Pg. 67	SECONDARY Tel: +1-800-424-8802 E-mail: NRC@uscg.mil Fax: +1-202-267-1322
Norway (Norwegian Coastal Administration – Duty Officer) Pg. 55	Tel: + 47 33034800 E-mail: vakt@kystverket.no Fax: +47 33034949		

**Agreement on Cooperation on Marine Oil Pollution Preparedness and Response in the Arctic
December, 2020 UPDATE -- Appendix IV: Operational Guidelines**

Potential Actions to be Taken (and locations within Operational Guidelines)		
1. Notification	Pg. 13	Parties will notify other Parties' National 24-hour Operational Contact Points.
2. Assistance	Pg. 14	Parties seeking assistance from other Parties or Parties offering assistance.
2.1 Request	Pg. 18	When a Party determines that assistance is needed, it may request such assistance from another Party or Parties, indicating the type and extent of assistance needed.
2.2 Provided Information	Pg. 14	Requesting Party should be clear, precise, and provide the information stipulated within Section 2.2 of Appendix IV to the Assisting Party.
2.3 Acknowledgement	Pg. 15	Party in receipt of request for assistance should provide acknowledgement of receipt, in accordance to Section 2.3 of Appendix IV, to Requesting Party.
2.4 Liaison Officers	Pg. 17	Each Party will have a designated Competent National Authority in charge of response efforts and coordination of response operations with other agencies of the government.
2.5 Coordinating International Officers of Assistance	Pg. 18	Establish a robust coordination mechanism to manage receipt and processing of international offers of assistance.
3. Movement and Removal of Resources	Pg. 18	All Parties should facilitate passage of equipment, products, and response personnel through their territory for the purpose of assisting in response operations.
3.1 Customs Issues	Pg. 19	Requesting Party should determine how it can facilitate entry of equipment, products or personnel from an Assisting Party into its territory.
3.2 Points of Entry	Pg. 20	Parties pre-identify points of entry for incoming teams.
3.3 Manifests	Pg. 20	Applicable laws/customs processes of the Requesting Party should be followed, provided manifest information should contain information found within section 3.3 of Appendix IV.
3.4 Immigration	Pg. 21	Requesting Party should provide regular information to foreign experts/response teams with regard to entry points, customs and visa requirements, and other arrangements.
3.5 Diplomatic Clearance	Pg. 21	In accordance w/ each Party's national laws, Diplomatic Permits should be provided to Assisting Party to enable spill response operations w/in Requesting Party's waters.
3.6 Wildlife	Pg. 21	Facilitate permits needed to transport wildlife to and from the impacted country.
3.7 Passage through the Territory of a Third Party	Pg. 22	Requesting Party should coordinate with Assisting Party to facilitate equipment passage through a third party's territory.
3.8 Transboundary Removal/Management of Waste	Pg. 22	Transboundary movement of waste generated from oil pollution incident response should follow applicable entry requirements of the country into which waste is being moved.
4. Response Operations in Areas Beyond National Jurisdiction	Pg. 22	Actions in areas beyond national jurisdiction should be undertaken in accordance with national and international law.
5. Command and Control	Pg. 23	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.
5.1 General Principles	Pg. 23	The Requesting Party has operational command and control of all response operations.
5.2 Transfer Command and Control	Pg. 24	Transfer of command/control and allocation of resources should be negotiated between Competent National Authorities in question or other agencies delegated this authority.
5.3 Command and Control Liaison Officers	Pg. 24	Any Party participating in an oil pollution incident response may request a representative from one of the other Parties participate as a liaison officer to facilitate information flow.
5.4 Public Communications	Pg. 24	Public communication should be handled by the Requesting Party.
6. Common Operating Picture	Pg. 25	Parties should consider the establishment of internet-based information portals.
7. Joint Review	Pg. 25	Identify and evaluate areas for improvement.
8. Reimbursement	Pg. 26	Parties may wish to consider applicability of national/international laws regarding cost recovery and damages from responsible Parties when evaluating response operations.
11. (a)	Pg. 29	Spill Notification / Request for Assistance Form
11. (b)	Pg. 33	Offer Communication Form
11. (c)	Pg. 35	Receipt Communication Form
11. (d)	Pg. 37	Acceptance Communication Form

Disclaimer: Some Parties may already have bilateral or multilateral contingency plans to guide coordination and cooperation in response operations. The Operational 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.

**Agreement on Cooperation on Marine Oil Pollution Preparedness and Response in the Arctic
December, 2020 UPDATE -- Appendix IV: Operational Guidelines**

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

Bilateral and Multilateral Agreements/Arrangements	Signatories
Canada-US Joint Marine Pollution Contingency Plan https://waves-vagues.dfo-mpo.gc.ca/Library/40616733.pdf	USA, Canada
Convention on the Protection of the Marine Environment of the Baltic Sea Area, 1992 (Helsinki Convention) https://helcom.fi/about-us/convention/	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 www.copenhagenagreement.org/ www.ust.is/library/Skrar/COPA/engelsk.pdf	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 www.treaty-accord.gc.ca/text-texte.aspx?id=101887	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. www.finlex.fi/fi/sopimukset/sopsteksti/1990/19900054	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. http://treaties.un.org/doc/Publication/UNTS/Volume%202190/v2190.pdf	USA, Russia

Table of Contents

Record of Revisions	11
1. Notification	13
2. Assistance	14
2.1 Information Provided with a Request for Assistance	14
2.2 Acknowledgement and Reply to a Request for Assistance.....	15
2.3 Liaison Officers	17
2.4 Coordinating International Offers of Assistance	18
2.5 Connectivity Test.....	18
2.6 Requests for Assistance.....	18
3. Movement and Removal of Resources across Borders	19
3.1 Customs Issues	19
3.2 Points of Entry	20
3.3 Manifests.....	20
3.4 Immigration.....	21
3.5 Diplomatic Clearance	21
3.6 Wildlife.....	21
3.7 Passage Through the Territory of a Third Party.....	22
3.8 Transboundary Removal/Management of Waste	22
4. Response Operations in Areas Beyond National Jurisdiction	22
5. Command and Control	23
5.1 General principles	23
5.2 Transfer of Command and Control	24
5.3 Command and Control Liaison Officers.....	24
5.4 Public Communications.....	24
6. Facilitation of Situational Awareness & Common Operating Picture (COP)	25
7. Joint Review of Oil Pollution Incident Response Operations	25
8. Reimbursement of Costs of Assistance	26
9. Joint Exercises and Training	26
10. Administrative Provisions	27
11. Forms	29
12. COUNTRY PROFILES	39
CANADA.....	39
KINGDOM OF DENMARK.....	43
- GREENLAND.....	43
- FAROE ISLANDS	45
FINLAND.....	49
ICELAND.....	53
NORWAY	55
RUSSIAN FEDERATION	59
SWEDEN	65
UNITED STATES OF AMERICA	67
13. ADDENDUM (reference Section 2.5 of the Operational Guidelines)	72

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**Agreement on Cooperation on Marine Oil Pollution Preparedness and Response in the Arctic
December, 2020 UPDATE -- Appendix IV: Operational Guidelines**

RECORD OF REVISIONS

REVISION NUMBER	DATE REVISED	ENTERED BY:
1	January 28, 2014	B. Rossi (added Procedures for updating Operational Guidelines)
2	June 9, 2015	P. Bruns (US Contact Points)
3	February 12, 2016	P. Bruns (update of contact information, forms, format)
4	December 1, 2017	W. James (update of contact information, Section 10: ADMIN PROVISIONS, forms, format, incorporation of MER Experts Group, and Section 12: NATIONAL ORGANISATION)
5	December 2020	D. Cowan (addition of Duty Personnel Reference Guide, updated contact information and country profiles, changed fax from preferred means of contact, embedded hyperlinks throughout where possible, applied consistent formatting, minor revisions re. notification best practices) and confirmed contact information following <i>Arctic Guardian Tabletop Exercise</i> notification drill.
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1. NOTIFICATION

In accordance with Article 6 of the Agreement, Parties will notify other Parties' National 24-hour Operational Contact Points - see [Duty Personnel Reference Guide](#). 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:

- name or unique identification title for the incident;
- name of the notifying Party and Competent National Authority taking the lead in respect of the incident, including 24/7 contact information (telephone, e-mail, mobile, and fax (if necessary));
- 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;
- date and approximate time of the occurrence as reported by the source of the incident; and,
- 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](#) appears in the Forms section on page 29 of these Guidelines. The following order of communications is recommended:

- E-mail, followed by;
- Phone call; and,
- Facsimile (if necessary).

Connectivity Test – the incorporation of a connectivity test will increase the likelihood of contacting the appropriate Parties, especially after hours and during the early stages of an incident. To ensure the success of reaching applicable points of contact as listed in the Guidelines, a connectivity test should be conducted annually to validate the contact

information as listed in the Guidelines including the [Duty Personnel Reference Guide](#) and the country profiles. [Section 2.6](#) provides detailed information on connectivity testing.

2. ASSISTANCE

This section provides guidance for:

- Parties seeking assistance from other Parties following an oil pollution incident, in framing requests, and evaluating and responding to offers; and,
- 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. If a Party does proactively offer assistance, it is requested that they notify the other Parties in order to ensure alignment and awareness across all Parties.

2.1 Information Provided with a Request for Assistance

The Requesting Party should:

- 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;
- appoint an authority responsible for customs, immigration, and diplomatic clearance issues related to movement and removal of resources across the border;
- appoint an authority to receive the vessels, aircraft, equipment, products and response personnel that will be used;
- provide fuel, waste management and other port or air terminal services for oil pollution response vessels and oil pollution surveillance aircraft;
- provide accommodation and food for response teams;
- 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,
- 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 template](#) appears in the Forms section on page 33 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:

- 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;
- if appropriate, estimates for the length of time the evaluation of the offer is expected to take; and,
- instructions for providing detailed information about each offer of assistance from another Party.

2.2 Acknowledgement and Reply to a Request for Assistance

The Party receiving 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 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;
- equipment that is in good working order and suitable for the needs of the Requesting Party;
- specialized personnel, if possible outfitted with their own equipment needed for response activities;
- estimated costs for use of the vessels, aircraft, equipment and products; and,
- information to identify if the asset is either public, commercial, or government-owned in order to facilitate coordination on the transfer of the specific asset.

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

- Name of the vessel (IMO number);
- Classes of the vessel (e.g. ice, icebreaking, salvage);
- Draught, length, width, maximum speed;
- Propulsion power, bollard pull;
- Oil recovery tank capacity;
- Main oil recovery system and other recovery equipment;
- Type and length of oil booms;
- Communication equipment;
- Fuel requirements and estimated fuel required per day;
- Need for fresh water;
- Need to discharge grey or waste water;

**Agreement on Cooperation on Marine Oil Pollution Preparedness and Response in the Arctic
December, 2020 UPDATE -- Appendix IV: Operational Guidelines**

- Need for electricity in berthing;
- Mooring requirements; and,
- 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:

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

- The exact type and specification of the equipment offered including, to the fullest extent possible, detailed 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;
- The current condition of the equipment and the possibility of degradation of the equipment during operational use;
- The total amount of each specific type or category of equipment offered;
- Weight, dimensions and other physical characteristics of equipment offered;
- When and for how long the equipment would be available;
- 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;
- Where the equipment is currently located;
- 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;
- Any special logistical problems that may be encountered in transporting or deploying the equipment;
- Any specific conditions and/or limitations regarding use of the equipment;
- The location of the international airport or seaport from which the equipment will be transported;

- 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,
- 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:

- 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;
- 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;
- 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;
- Any costs the Requesting Party would be expected to defray (e.g., air fare, lodging, daily remuneration fee);
- 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;
- 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.);
- Establishing means to ensure the personal safety and security of the Assisting Party's personnel while assisting in country; and,
- Estimated costs for use of such expertise.

2.3 Liaison Officers

Each Party facing an oil pollution incident will have a designated Competent National Authority in charge of response efforts and coordination of response operations with other agencies of the government. In the event the incident escalates beyond national capacity, there may be a need to designate one or more liaison officers. Depending on the specifics of the incident, the lead Party may consider employing one or both of the following types of liaisons to assist with interagency coordination:

- 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,

- 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.

2.4 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 are available in the [Addendum](#) on page 72.

2.5 Connectivity Test

To ensure the success of reaching the appropriate Parties during the early stages of an incident, a connectivity test should be conducted annually to validate the contact information as listed in the [Duty Personnel Reference Guide](#) and the country profiles. The connectivity test should be:

- Considered routine maintenance and not just an exercise;
- Conducted on a routine cycle (annually or as agreed upon by all Parties);
- Initiated by the EPPR's Marine Environmental Response Experts Group;
- Conducted in the order as directed by Section 1 of the Guidelines (email then telephone, and facsimile only if necessary); and,
- Considered as a potential portion of any MOSPA exercise (though not required) if all Parties agree to its applicability of the exercise.

Results of the connectivity test should be communicated to all Parties and all errors corrected and reflected as an update to the Guidelines.

2.6 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 section 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.

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 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) 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.

- Date – stating the date of the export/import;
- Reason for Import – a short description stating that the equipment is for emergency relief;
- 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;
- 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;
- 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;

- 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,
- 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 of the equipment is also declared, often referred to in customs-terms as 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:

- The entrance of invited responders and/or equipment into a country; and,

- 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 a 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:

- Whether one Party is prepared to volunteer to take the lead in responding to the oil pollution incident;
- 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:
 - magnitude;
 - spread and trajectory;

- movement rate;
 - risks to marine living resources or sensitive ecosystems
 - risks to human subsistence users of potentially-affected resources;
 - responder safety; and,
 - other factors deemed important.
- 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 (reference [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, general principles can still 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 organization 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 (Section 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.

Generally, 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. However, there may be instances where the Requesting Party may assist Assisting Party's liaison officer with administrative matters (e.g. remote location where accommodations, meals not readily available).

The liaison officer should be given access to all necessary communication means such as telephone, e-mail, and facsimile (if necessary), and 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 & COMMON OPERATING PICTURE (COP)

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

- Provide a common operating picture which should be regularly updated and shared with the assisting parties;
- Provide information regarding current or projected operational needs that may be met through offers of assistance;
- 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;
- Provide portals for the submission of offers of assistance that simplify the collection of information and streamline communications regarding the receipt and status of offers;
- 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,
- 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:

- 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;
- Notification;
- Request for assistance;
- Command and Control;
- Liaison;
- Tele- and radio communications;
- Equipment (effectiveness of equipment and products);
- Logistics;
- Aerial/satellite surveillance and monitoring;
- Oil drift hind- or forecasting;

- Intermediate storage (equipment, supplies, recovered oil, collected items impacted by oil, etc.);
- Waste management;
- Health and safety;
- Efficacy of environmental monitoring techniques;
- Mass media and other public relations;
- Termination of operation.

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, and leveraging EPPR's [Planning Guidance for MOSPA Exercises](#) report. 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 program – the

goal of which would be to optimise resource allocation and maximise the visibility and use of opportunities for engagement in preparedness activities.

To the greatest extent practicable, Parties planning domestic or international exercises 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

Procedures for updating all Appendices to the MOSPA Agreement, including these Operational Guidelines, are contained within the MOSPA Agreement's Appendix VI: Administrative Provisions.

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11. FORMS

Operational Guidelines Form 11 (a) Sample Spill Notification / Request for Assistance Form					
<div style="border: 1px solid black; width: 80px; height: 30px; margin: 0 auto;"></div>		<div style="border: 1px solid black; padding: 5px; width: 150px;">Notification</div>		<div style="border: 1px solid black; width: 80px; height: 30px; margin: 0 auto;"></div>	
		<div style="border: 1px solid black; padding: 5px; width: 150px;">Request for Assistance</div>			
1. CONTACT INFORMATION					
2.	Date / Time (UTC):		3.	Pages (Including Cover):	
4 (a).	From (Reporting Party):		5 (a).	To (Reporting Party):	
4 (b).	Name / Position:		5 (b).	Name / Position:	
4 (c).	Fax / Telephone:		5 (c).	Fax / Telephone:	
4 (d).	Email:		5 (d).	Email:	
INCIDENT SPECIFICS					
6. Type of Incident (Primary Cause/ Secondary):			7. Incident date/ time:		
8. Product Type:	9. Estimated Volume Released:				
10. Source of Pollution:	11. Max Potential:				
12. Is Source Secured?		Yes <input type="checkbox"/>		No <input type="checkbox"/>	
		If Yes -Date/Time/Method Used to Secure:			
		If No – Mitigation Measures Currently in Place:			
13. Geographic Location of Incident:					
14. Position:		Latitude:		Longitude:	
15. ACKNOWLEDGMENT OF NOTIFICATION RECEIVED					
15 (a). Date / Time Acknowledged (UTC):			15 (b). Country / Organization:		
<p><i>NOTES: Numbering for each Section should be utilized to facilitate cross-referencing if using an alternate means of communication. Sections 1 – 5 provide basic contact information for the notifying and receiving parties. Sections 6 – 14 provide incident-specific information. Section 15 details the date / time that the receiving party acknowledges receipt of the incident information. The notifying party should, at a minimum, send page one of this form when making just the "Notification" with the "Notification" box marked (at top of this page). If a "Request for Assistance" is desired, proceed to the below information to include additional information and ensure to also include page (1) of this form with the "Request for Assistance" box marked (at top of this page).</i></p>					

**Agreement on Cooperation on Marine Oil Pollution Preparedness and Response in the Arctic
December, 2020 UPDATE -- Appendix IV: Operational Guidelines**

INCIDENT SPECIFIC - ADDITIONAL INFORMATION			
16. SITUATION ASSESSMENT			
16 (a). Current Assessment:		16 (b). Complicating Factors:	
		16 (c). Mitigating Factors:	
		16 (d). Other:	
17. SHEEN / SLICK PARAMETERS:			
17 (a). Length & Width:		17 (c). Color:	
17 (b). Odor:		17 (d). Direction of Movement:	
18. WEATHER CONDITIONS:			
18 (a). Air Temperature:		18 (c). Wind Speed:	
18 (b). Wind Direction:			
19. POLLUTION SOURCE INFORMATION:			
Name of Vessel #1:		Length of Vessel:	
Tonnage:		Draft of Vessel:	
Cargo Type:		Cargo Amount:	
Fuel Type (Capacity):		Fuel Amount:	
Is the vessel aground?	Yes <input type="checkbox"/> No <input type="checkbox"/>		
20. ADDITIONAL POLLUTION SOURCE INFORMATION:			
Name of Vessel #2:		Length of Vessel:	
Tonnage:		Draft of Vessel:	
Cargo Type:		Cargo Amount:	
Fuel Type:		Fuel Amount:	
Is the vessel aground?	Yes <input type="checkbox"/> No <input type="checkbox"/>		
21. FACILITY INFORMATION (IF INVOLVED):			
21 (a). Facility Name:		21 (c). Type of Damage Sustained:	
21 (b). Type of Facility (Near shore, Offshore):		21 (d). Discharging Pollutants (type)?	

**Agreement on Cooperation on Marine Oil Pollution Preparedness and Response in the Arctic
December, 2020 UPDATE -- Appendix IV: Operational Guidelines**

22. OTHER INFORMATION:

Has the responsible party retained a response organization/ contractor?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
	If so, please list contractor information:	
Additional comments/information (e.g., cause of incident, responsible party information, areas impacted, immediate implications, trajectories, location of ICS command center, etc.)		

RESOURCE SPECIFIC INFORMATION

23. SPECIFIC REQUEST FOR ASSISTANCE / RESOURCE REQUIREMENTS

<input type="checkbox"/> Subject Matter Expertise Personnel Support Request	<input type="checkbox"/> Resource/ Equipment Request
<input type="checkbox"/> Information Technology Support Request	<input type="checkbox"/> Other

Populate Spreadsheet on the following pages in order to provide resource specific information.

23 (a). **SAMPLE** RESOURCE SPECIFIC INFORMATION[illegible]

Variations of this spreadsheet may be used in order to accurately depict the resource needs for the specific response.

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**Agreement on Cooperation on Marine Oil Pollution Preparedness and Response in the Arctic
December, 2020 UPDATE -- Appendix IV: Operational Guidelines**

Operational Guidelines Form 11 (b) Sample OFFER Communication Form					
Incident Name:		Location:		Date:	Time (UTC):
1. CONTACT INFORMATION					
2.	Date / Time:		3.	Pages (Including Cover):	
4 (a).	From (Assisting Party):		5 (a).	To (Requesting Party):	
4 (b).	Name / Position:		5 (b).	Name / Position:	
4 (c).	Fax / Telephone:		5 (c).	Fax / Telephone:	
4 (d).	Email:		5 (d).	Email:	
6. Type of Assistance Offered					
6 (a). Type of Equipment:				6 (g). Secondary Capability:	
6 (b). Primary Capability:					
6 (c). Manufacturer:					
6 (d). Immediately Available:		Yes <input type="checkbox"/>		No <input type="checkbox"/>	
		If No – Date Available:			
6 (e). Duration Available:					
6 (f). Current location of resource:		Latitude / Longitude:		Location Name:	
7. Logistical Supporting Requirements					
7 (a). Resource Transport Platform Requirement:		Road	Rail	Vessel	Air
		Can Assisting Party Provide?			
7 (b). Does equipment require training personnel to accompany/operate?					
7 (c). Does release of equipment from current location create compliance problem with minimum standards of equipment for responses?					
7 (d). Are there specific power supplies, pumps, or other technical needs to operate this equipment/asset?					

Operational Guidelines Form 11 (b) Sample OFFER Communication Form – Page 2			
Incident Name:	Location:	Date:	Time (UTC):
7 (e). What operational limitations exist with this specific piece of equipment?			
7 (f). Is this a consolidated resource offer? If so, please complete attached spreadsheet and provide any additional information below.		Yes <input type="checkbox"/>	No <input type="checkbox"/>
<i>Comments:</i>			

Operational Guidelines Form 11 (c) Sample RECEIPT Communication Form (FROM REQUESTING PARTY TO ASSISTING PARTY)			
Incident Name:	Location:	Date:	Time (UTC):
1. OFFER RECEIVED BY:			
1 (a). Name:			
1 (b). Position:			
1 (c). Telephone:			
1 (d). Email:			
2. Signature/ Date Receipt Acknowledged:			
Name:			
Signature:			
Date/ Time (UTC):			
<i>Comments:</i>			

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**Agreement on Cooperation on Marine Oil Pollution Preparedness and Response in the Arctic
December, 2020 UPDATE -- Appendix IV: Operational Guidelines**

Operational Guidelines Form 11 (d) Sample ACCEPTANCE Communication Form (FROM REQUESTING PARTY TO ASSISTING PARTY)					
Incident Name:		Location:		Date:	Time (UTC):
1. CONTACT INFORMATION					
2.	Date / Time:		3.	Pages (Including Cover):	
4 (a).	From (Accepting Party):		5 (a).	To (Assisting Party):	
4 (b).	Name / Position:		5 (b).	Name / Position:	
4 (c).	Fax / Telephone:		5 (c).	Fax / Telephone:	
4 (d).	Email:		5 (d).	Email:	
6. Type of Assistance Offered					
6 (a). Type of Equipment:				6 (g). Secondary Capability:	
6 (b). Primary Capability:					
6 (c). Equipment Identification:		Owner of Equipment:			
		Manufacturer:			
		Trade Name:			
7. Resource Decisional Information					
ACCEPTED		Yes <input type="checkbox"/>		No <input type="checkbox"/>	
Accepted with conditions?		Yes <input type="checkbox"/>		No <input type="checkbox"/>	
		If Yes – state conditions:			
Date / Duration Required:		Date:		Duration:	
Resource needed at following location:		Latitude / Longitude:		Location Name:	
Accepting Party Resource POC:					
Reason Assistance Declined:					

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12. COUNTRY PROFILES

CANADA

NATIONAL RESPONSIBILITY

Transport Canada is the lead regulatory department for ship-source spill prevention, preparedness and response in Canada. The Canada Energy Regulator is responsible for regulating offshore oil and gas operations in frontier areas. The Canadian Coast Guard provides Canada's operational response capacity and is the lead agency responsible for ship-source and mystery spills. Both the Canadian Coast Guard and the Canada Energy Regulator have the ability to assume control of a response within their mandate should the polluter be unwilling or unable to respond effectively.

ORGANISATION

Transport Canada 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: establishing and maintaining the regulatory framework for preparedness and response to ship-source oil spills, including certifying industry-funded response organizations; overseeing an appropriate level of national preparedness; monitoring and preventing marine oil spills through the National Aerial Surveillance Program; and facilitating Regional Advisory Councils (RAC), including the Arctic RAC. Transport Canada is also responsible for the National Place of Refuge Contingency Plan, which is applied when a ship is in need of assistance and requests a place of refuge within Canadian waters. Through the *Marine Liability Act (MLA)*, Transport Canada is responsible for the liability and compensation regime for incidents involving ships, including pollution damage from ships. The *MLA* is a mixture of domestic and international law and implements various international conventions adopted by the International Maritime Organization and ratified by Canada.

The Canadian Coast Guard is a special operating agency of Fisheries and Oceans Canada. Canadian Coast Guard 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. While the polluter is expected to respond, the Canadian Coast Guard will respond in capacity as the Incident Commander for the federal government to all ship-source spills and mystery-source spills occurring in Canadian waters. The Canadian Coast Guard Incident Commander will work with the polluter in Unified Command (when the polluter is known, willing and able to respond) and, where appropriate, the Incident Commanders of other agencies and organizations that have jurisdictional or functional responsibility to develop a common set of response objectives and strategies. For all other marine spills (i.e. not ship-source or mystery source), or natural or man-made disasters, the Canadian Coast Guard may support response operations as an assisting agency.

In Arctic waters above 60°N, the onus is still on the polluter to respond. However, since there are no industry-funded response organizations in the Canadian Arctic, the Canadian Coast Guard maintains a response capacity should the polluter be unable or unwilling to respond.

The Canada Energy Regulator regulates offshore oil and gas operations in the Arctic with the primary objectives of promoting safety, protection of the environment and the conservation of oil and gas resources. The Canada Energy Regulator also regulates the construction and operation interprovincial and international pipelines, this would include pipelines that extend into the Arctic offshore. The Canada Energy Regulator evaluates the effectiveness of a company's emergency management system, which includes spill contingency plans, emergency response procedures and spill response exercises.

In the event of an incident under its mandate, the Canada Energy Regulator will require that all reasonable actions are taken to protect workers, the public and the environment. Depending on the severity and type of incident, the Canada Energy Regulator will appoint an Incident Commander and will participate in Unified Command for incidents that fall under its jurisdiction. Further, under the *Canada Oil and Gas Operations Act*, the Canada Energy Regulator can authorize any person to take control of the emergency response if a company is not responding adequately to a spill.

Environment and Climate Change Canada is the federal authority responsible for providing scientific and environmental advice during an environmental emergency to reduce the impact on the environment. Environment and Climate Change Canada services can include: identification of environmental priorities, resources at risk, shoreline clean-up assessment techniques, fate and behavior of spilled products, appropriate clean-up countermeasures, modeling of spill trajectories, ice conditions, marine weather warnings and forecasts, and guidance on wildlife protection. Environment and Climate Change Canada can establish a multi-disciplinary group of scientific experts to identify the environmental protection priorities and provide consolidated advice and recommendations.

GENERAL POLLUTION POLICY

Canada requires potential polluters to anticipate, prevent and prepare for incidents caused by their operations and expects them to respond to pollution incidents. The federal government regulates the preparedness measures and oversees the response to marine pollution incidents. Canada adopted the "*polluter pay principle*" in legislation, meaning the polluter is always responsible to pay for the costs of the response and pollution damage.

The lead federal agency coordinates the support of other government departments and agencies over the course of the incident response. In situations where a response to marine pollution in the Arctic is not being conducted in an effective manner or where the company is unable to respond, the Canadian Coast Guard or the Canada Energy Regulator, as the case may be, can take control of response operations.

PREPAREDNESS

Transport Canada and the Canada Energy Regulator require operators to develop emergency plans and associated programs to prepare for a potential incident. Transport Canada oversees requirements for vessels and oil handling facilities and the Canada Energy Regulator oversees requirements for pipelines, offshore exploration and production facilities.

In addition to the regulated requirement for operators to have emergency plans and programs, the federal government is required to have preparedness and response plans. For Arctic marine spill response preparedness, these include:

- The Canadian Coast Guard Marine Spills Contingency Plan defines the scope and framework within which the Canadian Coast Guard will operate to ensure an appropriate response to marine pollution incidents under its jurisdiction.
- The Canada Energy Regulator's Strategic Emergency Management Plan and Emergency Response Procedures manual provide guidance on how the Canada Energy Regulator conducts a response to emergencies under its jurisdiction.
- Transport Canada's National Preparedness Plan established the national preparedness capacity of the marine spill response regime under Transport Canada's regulatory role.

The Canadian Coast Guard operates a large fleet of ships, hovercraft and helicopters. In addition, a large amount of spill response equipment is strategically located at more than 80 sites throughout Canada, including in the Arctic, with dedicated 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 and Climate Change Canada.

There are currently no Transport Canada-certified Response Organizations operating in Canada's Arctic. Four certified Response Organizations operate South of 60 degrees North Latitude.

INTERNATIONAL AGREEMENTS

Prevention and Safety

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

Spill Preparedness & 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
- 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

CONTACT POINTS

ADMINISTRATIVE CONTACTS

Canadian Coast Guard Director General, Marine Response Directorate
Director General, Response Directorate
200 Kent Street
Ottawa, Ontario K1A 0E6
Tel: 011 + 1-613-990-0211

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

Canada Energy Regulator
Vice President, Field Operations
517 Tenth Avenue SW
Calgary, Alberta T2R 0A8
24/7 Tel: 011 + 1-403-807-9473

OPERATIONAL CONTACTS (ON DUTY 24 HRS)

Government Operations Centre
Public Safety Canada
Tel: 011 + 1-613-991-7000
E-mail: ps.goc-cog.sp@canada.ca
Fax: 011 + 1-613-996-0995

KINGDOM OF DENMARK

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

ORGANISATION

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

1. Inside 3 NM: Spills inside the 3 NM zone fall under the jurisdiction of the Ministry of Nature and Environment (MNE), which reports directly to the Government of Greenland.
2. Outside 3 NM: Spills outside the 3 NM zone fall under the jurisdiction of the Danish Government. Joint Arctic Command (JACO) is appointed by the Danish Government to monitor and combat those spills.
3. Spills from hydrocarbon related activities: Any spills from hydrocarbon related exploration and exploitation at sea falls under the jurisdiction of the Ministry of Industry, Energy, Research and Labour (MIERL), regardless whether the spill is within or outside 3 NM the Greenland coast. The MIERL reports directly to the government of Greenland through the Minister of Industry, Energy, Research and Labour. The Danish Centre for Environment and Energy (DCE) acts as environmental adviser to the MIERL.

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 MIERL's Contingency Committee (MIERLCC) and an Emergency Response Group (ERG) would convene comprising the MIERL, 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 MNE. In practice, MNE delegates this task to local municipalities' Fire and Rescue services.

GENERAL POLLUTION POLICY

Offshore, containment and recovery combined 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 MIERL's jurisdiction, dispersant and in-situ burning application are considered to be a secondary strategy and prior permission must be sought from the MIERL. Dasic Slickgone NS is approved as a dispersant for application in Greenland by the MIERL. 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 MIERL following a net environmental benefit analysis (NEBA).

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 Nuuk and Aasiaat, 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, Qasigiannguut, Aasiaat, Sisimiut, Maniitsoq, Nuuk, Paamiut, Narsaq, Qaqortoq, Nanortalik and Tasiilaq.

INTERNATIONAL AGREEMENTS

Greenland is party to:

- CANDEN Agreement (1983) aims to develop 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.

ADMINISTRATIVE CONTACTS

For pollution inside the 3NM zone.

Ministry of Nature and Environment
Imaneq 1A, 8. sal
PO Box 1614
3900 Nuuk
Greenland

Tel: +299 345000
E-mail: pan@nnpan.gl
Fax: +299 345410

For matters related to hydrocarbon exploration and exploitation.

Ministry of Industry, Energy, Research and Labour
Imaneq 1A 301
3900 Nuuk
Greenland
Tel: +299 346800
E-mail: isiin@nanoq.gl

Joint Arctic Command is the administrative contact point regarding pollution outside the 3NM zone and the Operational contact point for Greenland in general.

OPERATIONAL CONTACT (ON DUTY 24 HRS)

Joint Arctic Command (JACO)
JRCC GREENLAND
Aalisartut Aquttaat 47
PO Box 1072
3900 Nuuk
Greenland
Tel: +299 364000
E-mail: jrcc@jrcc.gl
Fax: +299 364099

- FAROE ISLANDS

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/Tórshavnradio) 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 Finance 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 29 municipalities in the Faroes have a local contingency plan for oil spills 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.

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 Faroese Environment Agency (Umhvørvisstovan) is the Competent Authority for dispersant approval and regulations.

PREPAREDNESS

Employees of MRCC/Tórshavnradio and the Faroese Office of Public Works are on 24/7 emergency call. According to the contingency plan developed by the Faroese Office of Public Works, it is important to incorporate into the plan any cooperation agreements the Faroese authorities must make with foreign response actors relating to oil spill response.

The Faroese Act on Hydrocarbon Activities determines that oil companies that undertake oil drilling in the Faroese subsoil must develop contingency plans for their businesses that include oil spill response equipment.

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.

ADMINISTRATIVE CONTACTS

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

24-hour oil spill response

Email: olja@lv.fo

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

OPERATIONAL CONTACT (ON DUTY 24 HRS)

MRCC Tórshavnradio

Phone: +298 351300

Fax: +298 351301

Sat C telex: 423 100010

E-mail: mrcc@vorn.fo

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FINLAND

NATIONAL RESPONSIBILITY

The Ministry of Interior has the supreme responsibility for the management and supervision of the response against pollution caused by oil and other harmful substances.

Border Guard is the competent governmental pollution response authority in Finland. It is in charge of measures against pollution incidents in the open sea.

Border Guard is also the nationally appointed competent authority that is empowered to request and provide 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 and chemical spills preparedness and response in their own area near the coast line. The owners of different kinds of facilities handling large amounts of oil must have their own limited oil response capacity.

ORGANISATION

1. Response Commander (RC), nominated by Border Guard and under him/her a Supreme On-Scene Commander (SOSC) leads the response activities at open sea.
2. Each Rescue Service Region has the responsibility to arrange the response to oil and chemical spills in its coast and land area and must have a contingency plan.
3. Different organisations are liable to assist the RC and other above mentioned oil pollution response authorities upon a request. These organisations include Governmental authorities like Finnish Defense Forces (especially the Navy). Private companies are also liable to assist with resources at their disposal.

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.

PREPAREDNESS

Finland's preparedness is according to the Helsinki Convention. It is defined in HELCOM *Recommendation 31/1 Development Of National Ability To Respond To Spillages Of Oil And Other Harmful Substances*. It recommends among other things:

- "to deal with spillages of oil and other harmful substances at sea so as to enable them:
 - a. to keep a readiness permitting the first response unit to start from its base within two hours after having been alerted;
 - b. to reach within six hours from start any place of a spillage that may occur in the response region of the respective country;
 - c. 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.
- to respond to major oil spillages:
 - a. 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;
 - b. to make available sufficient and suitable storage capacity for disposal of recovered or lightered oil within 24 hours after having received precise information on the outflow quantity."

When an oil spill is observed on the open sea, the report shall be given to the Maritime Rescue Coordination Centre (MRCC TURKU in the 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 possibly inform 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 pollution.

The first measures and later more expertise demanding tasks like large 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 commanded by the RC. The RC and under him an SOSOC will collect available manpower and equipment, arrange logistics, decide which measures shall be used for the response, etc. Border Guard decides if request for assistance will be made to the Contracting Parties to the Helsinki Convention.

INTERNATIONAL AGREEMENTS

Conventions:

Prevention & Safety					Spill Response		Compensation						
MARPOL Annexes					OPRC '90	OPRC- HNS	CLC			Fund '92	Supp Fund	HNS*	Bunker
73/78	III	IV	V	VI			'69	'76	'92				
X	X	X	X	X	X				X	X	X		X

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.

ADMINISTRATIVE CONTACT

The Finnish Border Guard

P.O. Box 3

FIN-00131 HELSINKI

Telephone: +358 295 421 000 (office hours)

email: rajavartiolaitos@raja.fi

OPERATIONAL CONTACT (ON DUTY 24 HRS)

Command Centre of West Finland Coast Guard District (MRCC Turku)

P.O. Box 16

FIN-20101 TURKU

Telephone: +358 294 1000 (24 hours)

Telephone: +358 294 1001

E-mail: mrcc@raja.fi

Fax: +358 294 1019

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ICELAND

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 the 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.

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.

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.

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.

INTERNATIONAL AGREEMENTS

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

ADMINISTRATIVE CONTACT

Environment Agency of Iceland
Department for Nature conservation, Ocean and Water
Suðurlandsbraut 24, 108 Reykjavik, Iceland
Telephone: +354 591-2000
E-mail: ust@ust.is
Emergency number

Icelandic Coast Guard / JRCC (24-hr hotline)
Telephone: +354 545-2100 and +354 511 3333
Fax: +354 545 2001
Email: sar@lhg.is

OPERATIONAL CONTACT

Icelandic Coast Guard (24-hr hotline)
Phone: +354 545-2100 and +354 511 3333
Fax: +354 545-2001

MAP LOCATION STOCKPILES

EIA stockpiles are located in Reykjavik, Iceland.

NORWAY

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 Ministry of Transport and Communication. 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 15 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 358 municipalities are divided into 32 inter-municipal 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), which is owned by the offshore oil companies.

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 Norwegian Environment Agency (NEA), under the Ministry of Climate and Environment, is the competent authority for dispersant approval and regulations. NCA authorizes dispersant use in spill response situations where dispersants would be beneficial but have not been laid out in a contingency plan as part of requirements from NEA. 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.

PREPAREDNESS

24/7 Duty team which can be transformed to the Governmental response organization which is organized according to a Norwegian adaption of 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 to initiate international cooperation.

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 and the MOSPA Agreement, Norway is a party to the Copenhagen Agreement and the Bonn Agreement. Norway also has a bilateral plan with UK (the Norbrit-plan) and a bilateral agreement with Russia in the Barents Sea.

OPERATIONAL CONTACT (ON DUTY 24 HRS)

Duty officer

Phone: + 47 33034800

E-mail: vakt@kystverket.no

Fax: +4733034949

ADMINISTRATIVE CONTACT

Norwegian Coastal Administration HQ

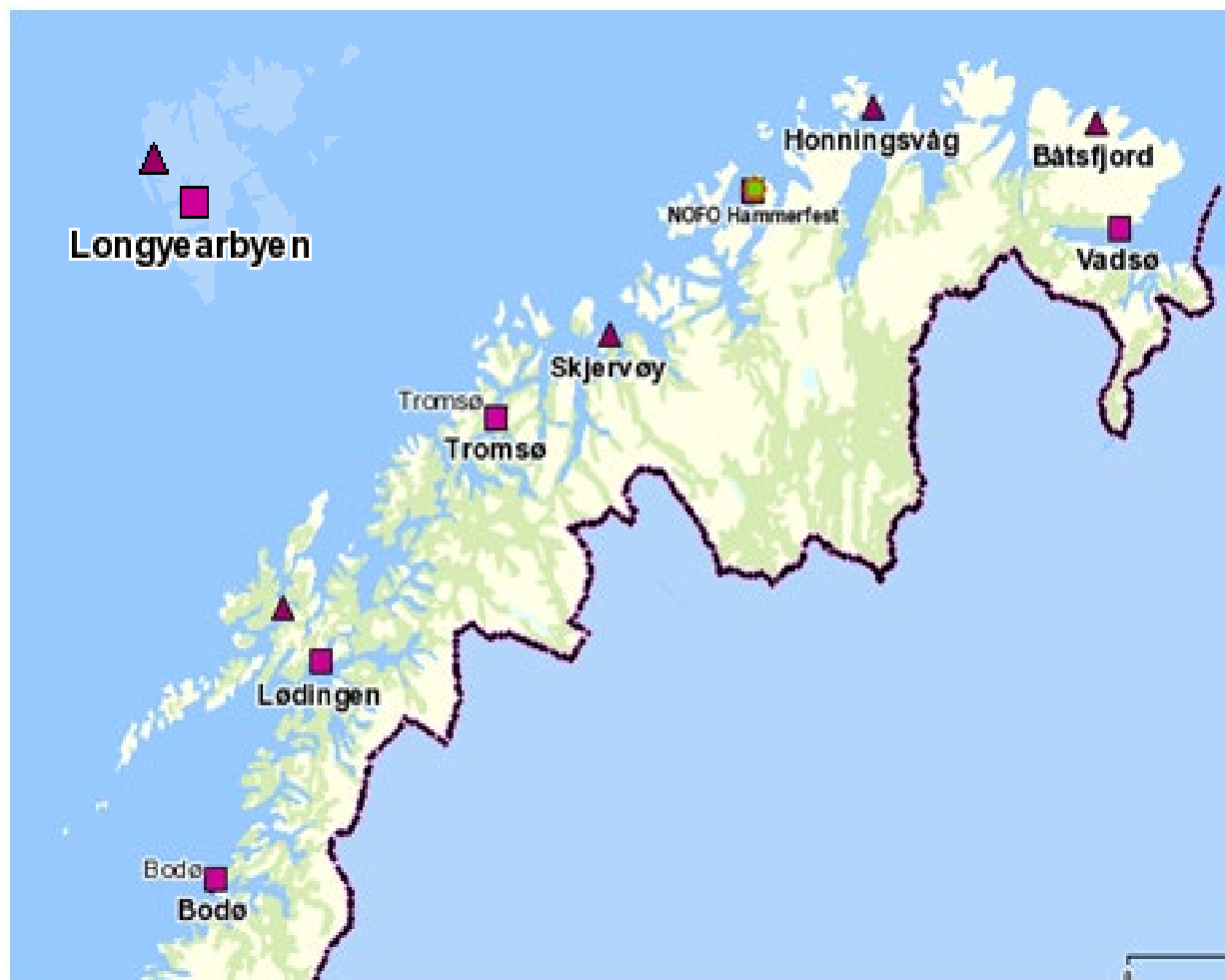
Department for Emergency Response

Phone +47 33034800

E-mail: post@kystverket.no

Fax: + 47 33034949

MAP LOCATION STOCKPILES NORTH OF THE ARCTIC CIRCLE IN NORWAY



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RUSSIAN FEDERATION

NATIONAL RESPONSIBILITY

In the Russian Federation, within a framework of unified state systems of prevention and elimination of emergency situations in Ministry of Transport of the Russian Federation (Federal Agency of Maritime and River Transport) is created a functional subsystem of organisation of works on prevention and combating of marine oil pollution from vessels and objects independently of their departmental and national belonging.

ORGANISATION

In the planning of responsibility on marine oil pollution, a 3-level approach is adopted:

- The first level is objective. Each potentially dangerous object has necessary amount of its own or outsourced forces and resources for oil pollution combating accepted as maximum possible according to oil pollution risk assessment.
- The second level is when oil pollution exceeds possibilities of objective level and for its localization and liquidation are involved resources of regional (basin) level and if it is necessary international resources.
- The third level is when oil pollution exceeds possibilities of regional level and it is necessary to involve resources of federal level and/or international resources.

Existing in the Russian Federation system of marine oil pollution combating planning envisages availability of:

- Federal plan;
- Regional (basin) plans;
- Port plans (for administrations of marine ports in which operations with oil are implemented);
- Object plans of marine oil industry organisations which implement exploration and extraction of hydrocarbons at sea, storage, transportation and trans-shipment of oil (categories of emergency situations of local value - up to 500 tons, regional value - 500-5000 tons and federal value - more than 5000 tons).

Authorities of everyday control of functional subsystem are:

- Federal - State Marine Pollution Control, Salvage and Rescue Administration of the Russian Federation (SMPCSA) which implements control through State Maritime Rescue Coordination Centre;
- Regional - Marine Rescue Coordination Centers (MRCC), Marine Rescue Sub-Centers (MRSC) and dispatch services of the Federal State Unitary Enterprise "Baltic Salvage and Towage Company" and its branches;
- Objective – duty-dispatch services of marine transport organizations, marine ports, branches of Federal state unitary enterprise "Rosmorport", shipping companies and other organizations independently of their departmental and national belonging which

implement oilfields exploration, oil extraction, and also oil recycling, transportation and storage on marine water areas.

In the Russian sector of Arctic at present time act MRCC Murmansk, MRCC Dikson, MRSC Archangelsk, MRSC Tiksi and MRSC Pevek. Because navigation in the region of MRSC Tiksi and MRSC Pevek is seasonal these MRSC function only in the navigation period.

GENERAL POLLUTION POLICY

In Russia, the Ministry of Transport of the Russian Federation and Federal Agency of Maritime and River Transport are the Competent National Authorities which are responsible for preparedness and response for oil pollution incidents. The Ministry of Transport of the Russian Federation is entitled to request assistance or to decide to render the assistance requested.

The Federal Agency of Maritime and River Transport is assigned responsibility for conducting work on prevention and combating marine oil pollution from vessels and objects independently of their departmental and national belonging. The Federal Agency of Maritime and River Transport performs the functions of emergency rescue, including matters of marine oil pollution prevention and response, and is assigned the administration of state marine pollution control, salvage and rescue within the Russian Federation.

PREPAREDNESS

Basis of forces and resources of permanent readiness of functional subsystem constitutes from marine professional emergency rescue formations of Baltic Salvage and Towage Company and its branches intended for oil pollution localization and liquidation, MRCC and MRSC and also emergency rescue formations of organizations which operated with oil at sea.

Emergency rescue ensuring in the regions of Arctic in the area of responsibility of the Russian Federation is implemented by:

- In the western sector of Arctic by forces and resources of Northern and Arkhangelsky branches of Baltic Salvage and Towage Company;
- In the eastern sector of Arctic by forces and resources of Sakhalin branch of Baltic Salvage and Towage Company.

Basis of resources on oil pollution response in maritime ports generally constitutes from forces and resources of Baltic Salvage and Towage Company, its branches and ecological organizations which are used on contractual basis.

At the present time, work on establishing points of oil pollution equipment storage is carried out in ports in Tiksi, Dikson, Pevek and in Provideniya Bay.

For the implementation of the state task on rendering assistance to people and vessels in distress at sea and for oil pollution combating, there is organized emergency rescue preparedness duty on marine basins in search and rescue regions of the Russian Federation.

For carrying out the duty of preparedness in the regions of the Arctic which are not covered by existing forces and resources, icebreakers are used to implement their tasks in Arctic, for this purpose icebreakers are equipped with oil pollution combating equipment, and professional rescuers are employed.

Oil industry objects which are acting on sea water areas are equipped generally by sufficient amount of modern oil recovery equipment for oil pollution of local or regional value combating.

At large volume of pollution, at tanker accidents in sea and oil pollution, connected with them, are used Federal or regional (basin) plans on oil pollution prevention and combating, which are based on specialized vessels, marine response teams (MRT) and oil pollution combating equipment of Baltic Salvage and Towage Company and its branches.

Organisation of cooperation with rescue services of neighboring states on matters of oil pollution prevention and combating is implemented according to multilateral and bilateral international agreements on oil pollution combating cooperation with these states.

In Russia Federal and basin plans of oil pollution prevention and combating envisage involvement of oil pollution combating forces and resources from foreign states according to multilateral and bilateral international agreements on marine oil pollution combating cooperation.

INTERNATIONAL AGREEMENTS

- 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 from April 28, 1994.
- Joint Norwegian-Russian Contingency Plan for the Combatment of Oil Pollution in the Barents Sea (2002).
- Agreement between the Government of the USA and the Government of USSR concerning Cooperation in Combating Pollution in the Bering and Chukchi Seas in emergency situations, May 11, 1989.
- Joint Contingency Plan of the USA and the Russian Federation on Combating Pollution in the Bering and Chukchi Seas in Emergency.
- Agreement between the Government of the Republic of Finland and the Government of the USSR on Co-operation in Combating Pollution of the Baltic Sea in accidents involving oil and other harmful substances, 1989.
- Joint Russian-Finnish Contingency Plan for Combating Pollution of the Baltic Sea, 2003.
- United Nations Convention on the Law of the Sea 1982.
- International Convention' relating to intervention on the high seas in cases of oil pollution casualties 1969.
- International Convention on Civil Liability for Oil Pollution Damage (CLC) 1992.
- International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage (FUND) 1992.
- International Convention for the Prevention of Pollution from Ships 1973/1978, as amended, (MARPOL).
- 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.

CONTACT POINTS

ADMINISTRATIVE CONTACT POINT

Ministry of Transport of the Russian Federation

109012, Moscow, Rozhdestvenka str. 1, building 1

Tel.(duty officer): + 7(499) 495-01-03

Fax: + 7(499) 495-00-10

Telex: AT/TX 207512 CSSC RU

E-mail address: info@mintrans.ru, rusma@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

E-mail address: ud@morflot.ru

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) 983-75-28

E-mail address: dmd@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: info@morspas.com

OPERATIONAL CONTACT POINT (ON DUTY 24 HRS)

Rescue Coordination Centre (RCC) of Rosmorrechflot

125993, Moscow, Petrovka str., 3/6

Tel.: + 7 (495) 626 10 52

Fax: + 7 (495) 623 74 76

Telex: 411369 SMT RU

Inmarsat: (870) 772 291 490

E-mail address (Duty Officer): odsmrcc@morflot.ru

National Emergency Management Center of the EMERCOM of Russia

121357, 1-Vatutina Str., Moscow

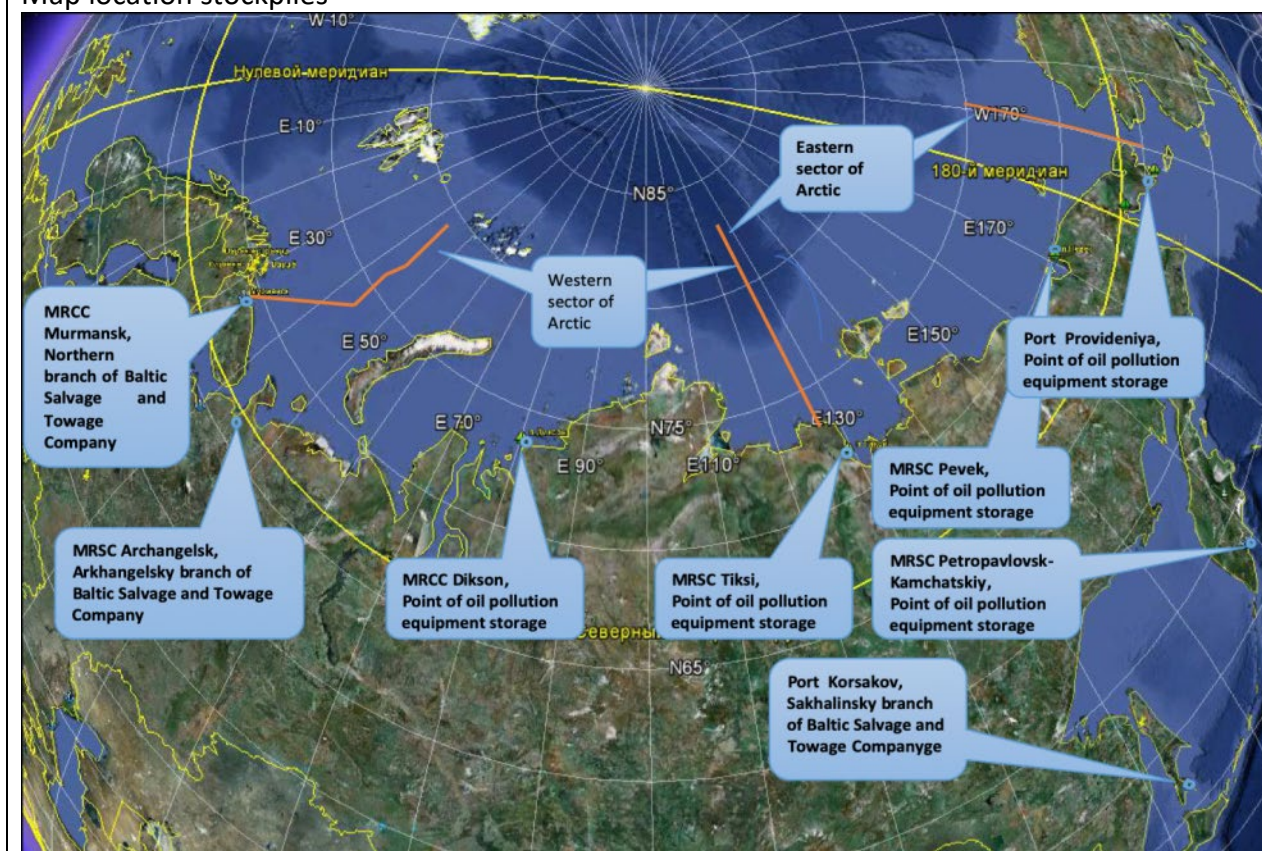
Tel: + 7 (495) 983-64-68; + 7 (499)995-59-57

Agreement on Cooperation on Marine Oil Pollution Preparedness and Response in the Arctic
December, 2020 UPDATE -- Appendix IV: Operational Guidelines

Fax: + 7 (499) 449-39-62, + 7 (499) 144-59-71

E-mail: intdept@mchs.gov.ru, ods@mchs.gov.ru

Map location stockpiles



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SWEDEN

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.

ORGANISATION

The Swedish Coast Guard is organized in a national administrative command in Karlskrona, Stockholm and Gothenburg. Operations are lead from a national command center (24/7) in Gothenburg. Below this there are some twenty Coast Guards Stations, and among those, one for aerial surveillance.

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.

PREPAREDNESS

There is a national 24/7 Command Center plus a sub-center, and always ships, including response vessels, at sea performing many duties but ready to start an oil spill response operation immediately, including with international co-operation.

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.

ADMINISTRATIVE CONTACTS

Swedish Coast Guard

Stumholmen, box 536,
37123 Karlskrona,

Telephone: +46 776 70 70 00

E-mail: registrator@coastguard.se

Fax: +46 455 10 521

OPERATIONAL CONTACT (ON DUTY 24 HRS)

Officer on duty:

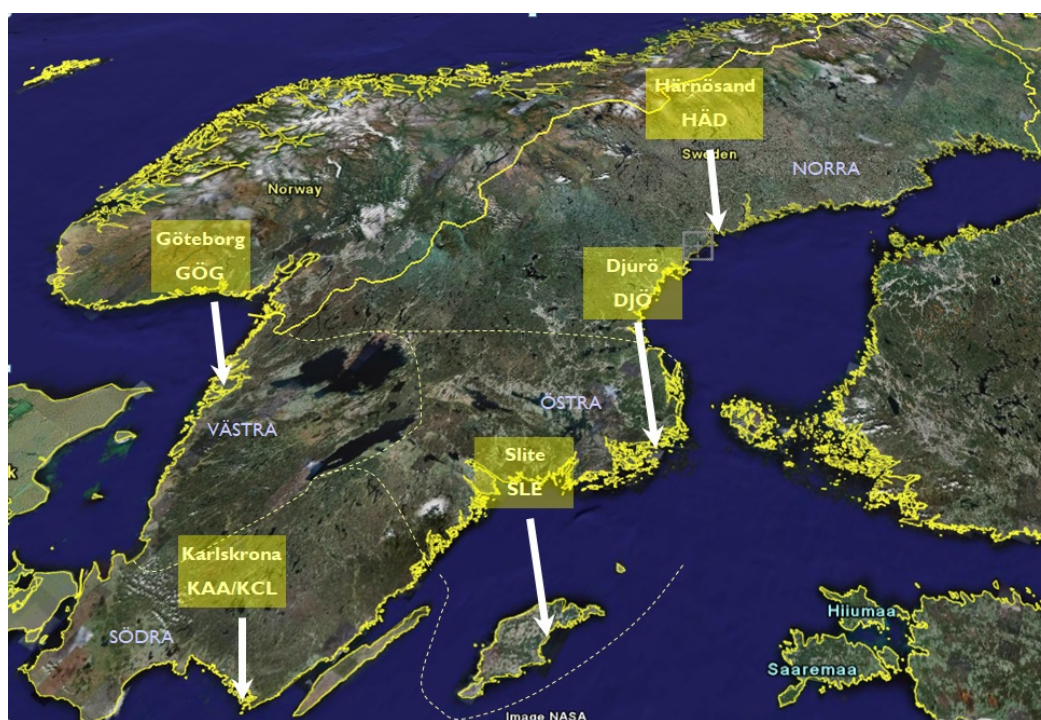
Telephone: +46 776 70 60 00

E-mail: lc@coastguard.se

Fax: +46 312 97 395

MAP LOCATION STOCKPILES

Major stockpiles in Gothenburg, Karlskrona, Slite, Stockholm and Härnösand.



UNITED STATES OF AMERICA

NATIONAL RESPONSIBILITY

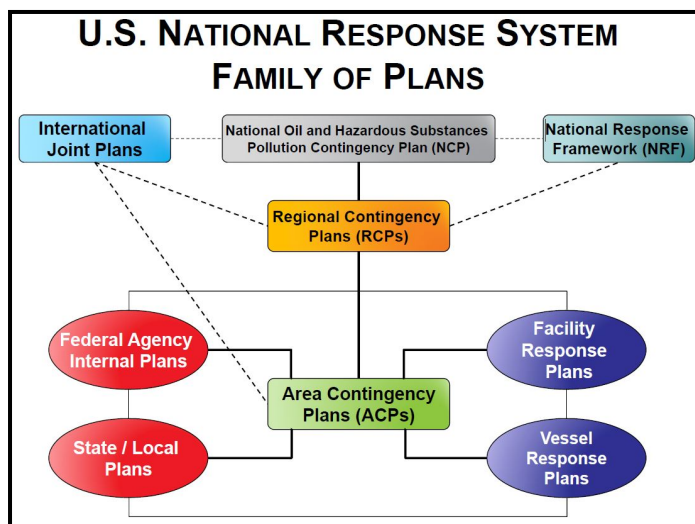
The National Response System (NRS) is a mechanism routinely and effectively used to respond to a wide range of oil and hazardous substance releases in the United States. It is a multi-layered system involving individuals and teams from Indigenous, local, state, and federal agencies, as well as industry and other organizations. These groups share expertise and resources to ensure that response and clean-up activities are timely, efficient, and minimize threats to human health and the environment.

At the heart of the U.S. NRS is the National Oil and Hazardous Substances Pollution Contingency Plan (NCP). The NCP provides for a coordinated response to discharges of oil and releases of hazardous substances, pollutants, and contaminants. The NCP also outlines the process to ensure that the federal government's resources and expertise are available immediately for response actions that are beyond the capabilities of local and state responders.

When large scale incidents occur, such as a hurricane or earthquake, other federal resources support the response under the National Response Framework (NRF) which works in conjunction with the NRS and NCP. The NRF is the U.S. federal government's comprehensive, all-hazard approach to crisis management. It also provides a mechanism for coordinating federal assistance to Indigenous, local and state governments. The NRF 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.

Under the NCP, Regional and Area Contingency Plans contain detailed, localized information on risks, nearby environmentally sensitive areas, emergency response equipment and personnel, and information regarding local emergency response capability within the plan's area of responsibility. At the local level, committees develop local emergency plans and procedures as well to mitigate local risks.

Federal and state laws require industry to prepare response contingency plans, known as Vessel Response Plans and Facility Response Plans that are approved prior to operations. Those responsible for the discharge of oil or release of hazardous substances are responsible for containment and clean-up, contaminated debris disposal, and associated costs



of restoration and damages. Industry has organized cooperatives for oil and chemical emergencies, pooling response equipment, expertise and resources.

ORGANISATION

The U.S. Coast Guard has primary coordinating responsibility as the pre-designated On-Scene Coordinator for oil spill response for the coastal zone of the United States. The U.S. Environmental Protection Agency has primary responsibility as the pre-designated On-Scene Coordinator for all inland areas. The U.S. Department of Interior, Bureau of Safety and Environmental Enforcement (BSEE) 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. BSEE also oversees source control activities from offshore exploration and production facilities in Federal waters of the U.S. The U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration (PHMSA) and the Department of Interior's Bureau of Land Management (BLM) 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 the lead state agency.

GENERAL POLLUTION POLICY

Those responsible for the discharge of oil or release of hazardous substances are required to immediately notify the U.S. National Response Centre (NRC), which is located at U.S. Coast Guard Headquarters (Washington, D.C.), of a spill. Once a report is made, the NRC immediately notifies a designated On-Scene Coordinator in the impacted region as well as Indigenous, local and state emergency personnel, Trustees of natural resources, and any country that may be impacted by the discharge or release. These notifications are usually accomplished by the On-Scene Coordinator, who will also notify other parties involved in the response system, through a comprehensive network of state and local emergency operations centres. 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 and area contingency plans and industry (vessel / facility) response plans. If a notification of a pollution incident or a request for assistance comes in from another nation, it should be sent to the U.S. Department of State's Operations Centre.

PREPAREDNESS

Industry is required to have response equipment readily available, with the quantity and type based upon the vessel/facility types of operation and environment. Should additional equipment be needed in an incident, a tiered response is activated according to the regional or area contingency plan and the vessel / 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 vessel / facility response contingency plans. The industry contracted response organizations are known as Oil Spill Removal Organizations or OSROs. In addition, industry has formed cooperatives to pool resources, capabilities, and personnel. In some cases, offshore

operators on the Outer Continental Shelf own and operate their own response vessels, barges, and well capping equipment. Oil spill response plans are routinely tested to evaluate their effectiveness. Furthermore, the U.S. National Preparedness for Response Exercise Program (PREP) helps ensure all response plan compliance activities overseen by regulators are implemented to the maximum degree possible, and in such a manner, as to optimize federal efforts, maximize collaboration, and promote national consistency and effectiveness with respect to domestic plan requirements.

Specialized assets and personnel also exist for pollution response. These assets include the National Strike Force which is made up of three rapid response teams (National Strike 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. A National Strike Force Coordination Center assists coordinating the use of these Teams and in locating other spill response resources for both response and planning. In addition, oil spill and hazardous material response experts are located regionally to provide specific technical / scientific capabilities and expertise in support of operations in the U.S. Arctic; including, U.S. Coast Guard Incident Management Preparedness Advisors, National Oceanic Atmospheric Administration Scientific Support Coordinator/Teams, BSEE's Regional Oil Spill Preparedness Division, U.S. Navy Supervisor of Salvage Operations, public affairs, and associated wildlife/animal rescue organisations that are available to assist response efforts. The On-Scene Coordinator may also coordinate with the Regional Response Team to access special expertise or to provide additional logistical support. In addition, the National Response Team stands ready to provide policy and logistical support to the On-Scene Coordinator and the Regional Response Team during an incident. The National Response Team could also be activated to support a consolidated response to a request for assistance from another Arctic nation.

INTERNATIONAL AGREEMENTS

- International Convention for the Prevention of Pollution From Ships, 1973 as modified by the Protocol of 1978 (MARPOL).
- 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.
- Joint Contingency Plan of the USA and the Russian Federation on Combating Pollution in the Bering and Chukchi Seas in Emergency.
- US/Canada Joint Contingency Plan (includes 5 Regional geographic Annexes)
- International convention relating to intervention on the high seas in cases of oil pollution casualties, with annex.
- Convention on the prevention of marine pollution by dumping of wastes and other matter, with annexes.
- Protocol relating to intervention on the high seas in cases of pollution by substances other than oil.
- International convention on oil pollution preparedness, response and co-operation, 1990.
- International Convention on the control of harmful anti-fouling systems on ships, 2001.

- Convention for the unification of certain rules of law with respect to assistance and salvage at sea.
- Convention on Early Notification of a Nuclear Accident.
- Convention on Assistance in the Case of a Nuclear Accident or Radiological Emergency.

ADMINISTRATIVE CONTACT

U.S. Coast Guard, Assistant Commandant for Response Policy
Office of Marine Environmental Response Policy
2703 Martin Luther King Jr. Ave, SE Stop 7516
Washington, D.C. 20593-7516
Telephone: +1 202-372-2234



U.S. Department of the Interior
Bureau of Safety and Environmental Enforcement
Oil Spill Preparedness Division
45600 Woodland Road
Sterling, Virginia 20166
Telephone: +1 703-787-1637



OPERATIONAL CONTACT (ON DUTY 24 HRS)

PRIMARY – U.S. Department of State Operations Centre

24/7 Operations Centre: 202-647-1512

E-mail: operationscenter@state.gov

U.S. Coast Guard Liaison to Department of State: 202-647-3946

SECONDARY – National Response Centre (NRC)

Telephone: +1-800-424-8802

NRC Watch Email: NRC@uscg.mil

National Command Centre (NCC)

Telephone: +1 202-372-2100 or 1-800-DAD-SAFE (800-323-7233)

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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:

- communicate and share information through the most efficient means; and
- 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 FOR ASSISTANCE 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:

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

The forms listed in Section 11 of this document should provide a basic framework for the type of information typically requested during the Request (and Offer) of Assistance stages of a major response requiring multi-lateral support. 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 Section 11 of the Operational Guidelines.

**Agreement on Cooperation on Marine Oil Pollution Preparedness and Response in the Arctic
December, 2020 UPDATE -- Appendix IV: Operational Guidelines**

During prolonged and complex responses, it is possible for International Offers of Assistance to be provided over weeks 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. Ensuring that the response is supported with an efficient and balanced supply of applicable equipment / personnel will aid in the success of the response while also ensuring the Offering Party's own cache of response equipment / personnel will not be negatively impacted.

Acceptance Decision: Once the determination is made on 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:

7. Resource Decisional Information		
ACCEPTED	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Accepted with conditions?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
	If Yes – state conditions:	
Date / Duration Required:	Date:	Duration:
Resource needed at following location:	Latitude / Longitude:	Location Name:
Accepting Party Resource POC:		
Reason Assistance Declined:	OFFER WAS FOR AN EQUIPMENT TYPE NOT NEEDED FOR THE OPERATIONS OF THIS RESPONSE	

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.