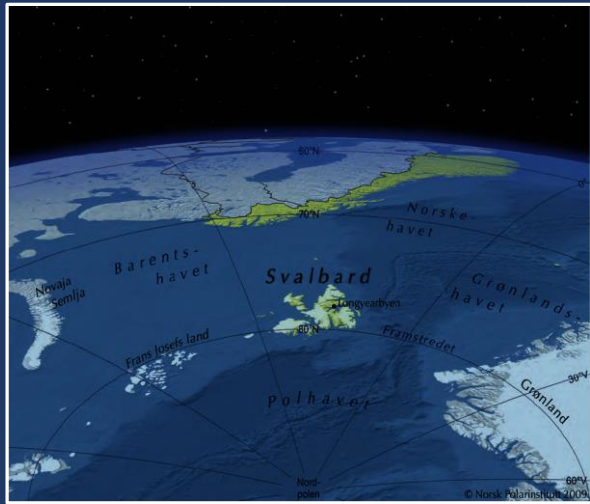


Arctic



Joint Rescue Coordination
Center North Norway



Search Mission Coordinator (SMC) Tomas Ringen 30 April 2024

Slide:1

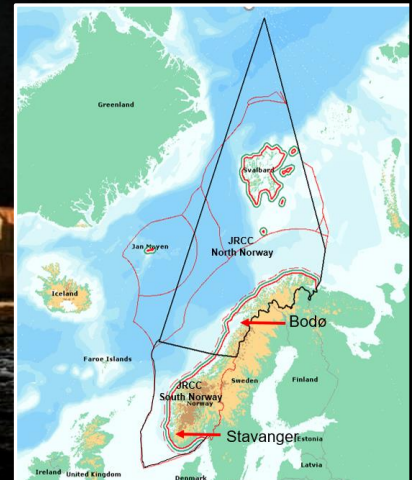
We appreciate the chance to talk about the Norwegian rescue service operating in the Arctic region.

Norwegian Search and Rescue Region(SRR)



Challenges in the Arctic

- ✓ Long Distances
- ✓ Few rescue assets
- ✓ Extreme weather conditions
- ✓ Communications
- ✓ Ice (various types)
- ✓ Absence of daylight (Nov-Feb)



Slide:2

The Norwegian Search and Rescue region stretches all the way up to the North Pole between 0 and 35 eastern longitude. And it is surrounding the Svalbard islands.

The JRCC North Norway located in Bodø, coordinates sea, air and land rescue in the Arctic region. The coastal radio north is co located with the JRCC in Bodø, which improves communication flow during SAR operations.

The commons challenges we see in the Arctic is:

Long distances
Few rescue assets
Extreme weather conditions
Communications
Various types of ice
Dark polar night nov-feb
Fog during summer months

We strongly recommend planning your voyage meeting these challenges. Follow the Polar Water operational manual and the obligations in the SAR cooperation plans, saying the company shall cooperate with the RCC,s to work out plans for exercises.

You can find our SAR cooperation plan on our internett site.

Rescue units



Slide 3:

As mentioned the Arctic region contains few rescue assets. Looking for vessels of opportunity on your route or sail with a buddy vessel is the most reasonable countermeasure for this challenge. In worst case other rescue units could be days away.

The most predictable rescue units in the region is the rescue helicopters based in Ørland, Bodø, Tromsø and Banak on the main land. And in Longyearbyen, on the Spitsbergen island. All of them with a short, 15 minute standby time.

Their location are shown with yellow points on the

map.

Based in Longyearbyen is also the offshore supply vessel “Polarsyssel” on standby, all year around.

In addition, the rescue service also have access to other rescue units of opportunity. That would be public, military, coastguard and oil and gas related SAR units.

Included in the rescue service responsibility, is medical evacuation (MEDEVAC). Medical emergency evacuation to hospital will due to distance, take time. To describe the distance, we can take the midway point between the Norwegian main land and Spitzbergen island on Svalbard. The rescue helicopters can not fly and execute hoisting operations so far out, without a stop to refuel.

Fuel depots are scattered around in the region, including Bear Island, strategically located approximately at the mid way point. But weather can hamper refuel operations.

JRCC Coordination



*Priority –
The best interests of the patient
and those in need!*

Early warning

Rendezvous point?



Slide 4:

The JRCC coordinate operations to the best interest of the patient and those in need.

To find the best operational solution, given the challenges mentioned, time for planning is needed.

To give us that time, we would like to emphasize the importance of giving us an early warning of any situation that could develop into a rescue operation.

If needed, we will then start planning distances, weather, refueling and all those factors required to find the best rescue for your situation.

And if a real emergency happens, and the ship can sail, we could give a heading towards a planned rendezvous point. Shortening the vital time to rescue, as much as possible.

Have a safe voyage!



When it comes to saving lives, the Norwegian Rescue Service in the Arctic is free of charge. It is better to contact us once too often than too little. Have a safe voyage from us at JRCC in Bodø Norway. Thank you for your attention.