



KYSTVERKET
NORWEGIAN COASTAL ADMINISTRATION

Norwegian Coastal Administration

Roles and responsibilities
- with emphasis on emergency response

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Emergency response director
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Norwegian Coastal Administration

- National agency for safe navigation, coastal management and preparedness against acute pollution.
- An advisory and executive agency of the Ministry of Transport and Communications.
- Facilitates ship transport as an efficient, reliable and green transport option.



Director General
Kirsti Lovise Slotsvik



Main tasks

- Maritime infrastructure
 - Transport planning and costal management
- Aids to navigation
- Maritime services
 - Pilot services
 - Vessel Traffic Services (VTS)
 - Information and reporting services
- Shipping company
- Port security (ISPS)
- Acute pollution preparedness and emergency response



Maritime services safeguarding safe and efficient marine transport

- Pilot services
- Vessel Traffic Services (VTS)
- Information and reporting services



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Vessel Traffic Service (VTS)

- Prevents collisions and groundings by monitoring and regulating ship traffic
- Offers three types of services based on national regulations and international recommendations:
 - Traffic organization
 - Information service
 - Navigation assistance
- Special focus on ships carrying dangerous and/or polluting goods
- 24-hour service




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The Pilotage Service

- Contributes to safe passage in and out of Norwegian ports.
- The compulsory pilotage requirement can be fulfilled by using a pilot or a Pilot Exemption Certificate.
- The pilot is an advisor to navigators on the bridge
- Coordinated by Pilot Dispatch Centres
- Regulated by the Pilotage Act




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Acute Pollution roles and responsibilities

- Pollution control authority for acute pollution
- Responsible for the governments preparedness against acute pollution
- Maintaining the national contingency plan and coordinate the national emergency response system
- Emergency towing preparedness
- Monitor shipwrecks and implement necessary measures to reduce the environmental risk
- National and international cooperation



Geographical area of responsibility

- Norwegian territory
 - On land (also in-land)
 - Territorial waters to 12 nm
- Norwegian EEZ
 - 200 nm/ maritime borders
- Svalbard and Bear Island
- Jan Mayen



The three levels of spill response

- Governmental preparedness
 - NCA is the responsible authority
 - Possibility to take over the operational command from any polluter
- Private industry preparedness
 - Spills from own activity
 - Obligation to act and give assistance
- Municipal preparedness
 - Dimensioned for local incidents
 - Obligation to act and give assistance
 - 32 intermunicipal preparedness regions (IUA)



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Coordinated national preparedness



International agreements and pollution response cooperation

- The Bonn Agreement
- The Copenhagen Agreement
- The NorBrit Plan
- The Barents Sea Agreement
- Arctic oil spill agreement
- EU - Assistance through ERCC and EMSA
- Arctic Council - EPPR WG
- ICE (and MAR-ICE)
- Bilateral cooperation with USA and Canada



European Civil Protection



ARCTIC COUNCIL

EPPR Emergency Prevention, Preparedness and Response

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Norwegian Preparedness

Preventive measures

- Surveillance
 - AIS Sat, LRIT
 - Aircraft
 - Vardø VTS
- TSS – Traffic Separation Scheme
- Mandatory pilot services
- Emergency towing vessels
- Places of refuge
- Heavy fuel oil ban (Svalbard)

Preparedness measures

- Bi- and multilateral agreements
- Contingency plans
- Spill response resources
 - Equipment and personnel
 - Specialized for arctic
 - Logistical challenges, response time
 - Availability
 - Vessels
- Training and exercises



National principles – counter pollution

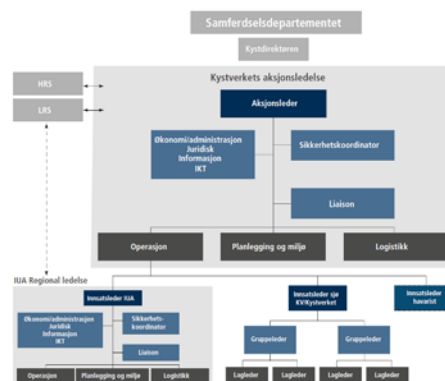
- Response close to source as possible
 - Mechanical and use of dispersants
- The overall priority for response actions:
 - Life, health and safety
 - Natural resources
 - Economic and human interests
- Continuous surveillance and documentation
- Environmental impact assessment
- Coordination – use of all available national resources
- Polluter pays



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Governmental spill response operation

- NCA will order to the responsible party to take action
- NCA has overall command of the operations
 - IUA regional command
- NCA will demand the shipowner to initiate salvage operations
- NCA will compensate the municipalities and authorities and claim costs from shipowner



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