



ENG

SAFETY

Important information to all participants

Important phone numbers



Ambulance

113

Civilian Police

112

Fire department

110

Land Safety Organisation
hvs.land.safety.org@mil.no

Environmental Protection Cell
+47 40 03 85 26

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This folder concerns real life/no play safety issues

Information and procedures given, may not be exhaustive. For complete coverage, see:

- Norwegian Army Safety rules and regulations for land based military activities.
- Aide memoire on arctic hazards and DSS (daily safety signals) will be available on:
www.mil.no/dss
- The Norwegian Armed Forces Safety Rules and Regulations for Land based military activities:
www.mil.no/safety-rules

Environmental protection

The entire exercise area is environmentally sensitive. We are all responsible for taking care of the environment in the exercise area. The exercise maps/M711E contain important information regarding environmental regulations. All planning and execution of operations must take this information into account. Environmental regulations are specified in the separate Environmental Responsibility folder.

The main points are:

- Keep distance to all animals. Reindeer are sensitive to noise, and low flying over herds will be a major risk.
- Remove all waste from the exercise area before you leave.
- Deposit all kinds of waste in the clearly marked waste containers in the FTX area.
- DO NOT contaminate drinking water reservoirs.
- Remove field cables immediately after use.
- Refuelling is only permitted on approved sites.
- Respect the restrictions given for the different types of terrain.
- More information in the Environmental Responsibility folder.

If in doubt, or damage (i.e property/fields) occurs (including oil spill): Contact your designated Environmental Protection POC (Bn level) or Damage and Environmental Protection cell in LSO at phone number **+47 40 03 85 26**

Armed guard

Armed military guards are identified with armlets/patches and reflective safety vests marked "ARMED GUARD". They carry live ammunition in order to conduct real life force protection.







Traffic safety

This exercise takes place in populated areas and on roads with civilian traffic. Pedestrians, including school children, regularly use the roads in parts of the exercise area.

Speed limits

The following speed limits apply within the exercise area:

- Civilian speed limits apply on public roads.
- Trucks, military types transporting personnel:
40 kmh/25 mph.

Commander of the Norwegian Joint Headquarters may impose further restrictions as dictated by weather and road conditions.

Tire regulations/read depth regulations

> 3500 kg	3 mm
< 3500 kg	5 mm

The threading must cover 2/3 of the width.
All-season tires must be used and have one of the following designations:

Mud and snow (M+S, MS, M&S or M-S)

3 peak mountain snowflake (alpine symbol in addition to "M+S)

Use of snow chains

According to Norwegian law drivers are responsible to ensure that their vehicle has sufficient traction/road grip, even during slippery road conditions. Tires with studs and/or snow chains may be used. Vehicles with a total weight exceeding 3500 kg must always carry snow chains, which are to be correctly adjusted to the wheels when being used (during winter conditions).

For further tips and details on civilian regulations:
www.vegvesen.no/en/vehicles/professional-transport/truckers-guide/

Snow chain advice

- Test and adjust your snow chains properly to ensure permanent contact between chains and road surface.
- Always keep them tightened up.
- Put chains on either the rear wheels or all wheels
 - not on one side only.

Braking

When you apply the brakes on a slippery road, lower your speed early to avoid hard braking.

Lights

Always use headlights when driving on a public road, even during daylight hours (low beam). Use parking lights when short stops have to be made on a road.

Restrictions when vehicle width exceeds 2.60 m

The vehicle must be equipped with at least one flashing yellow warning light visible from all sides. In convoys containing one or several vehicles exceeding 2.60 m width, all vehicles must be equipped with yellow rotating lights.

Distance between vehicles

Distance to the vehicle in front of you should be far enough to ensure you are able to stop in time. Account for slippery roads. 3–12 seconds distance is a general guideline, depending on the size of your vehicle. Winter conditions may double or even triple the distance required to stop the vehicle, compared to summer conditions.



Overtaking

The most serious road traffic accidents occur while passing other vehicles. Therefore:

- Avoid passing other traffic unless absolutely necessary.
- When passing, make sure the road ahead is clear.

Parking

- If you have to stop/park on a road for a short period, keep as far as possible to the right side of the road.
- Make sure to turn on the emergency lights.

Do not park or stop in vicinity of a:

- turn
- hilltop
- junction

Reflective vest inside vehicles

A reflective vest must be carried in every vehicle. This is to ensure the driver's safety, and it is to be worn by the driver in case he/she has to exit the vehicle on the road.



When operating on, or in the vicinity of roads

- All exercise participants must wear reflective bands when operating on, or in the vicinity of roads.
- When establishing road control checkpoints, ensure your CP is clearly visible to all traffic in time.

Stationary use of vehicles/precautions against carbon monoxide poisoning

At least one hatch/window must stay open when personnel must remain in the combat or driving compartment while the vehicle engine is running in stationary mode, a petrol/diesel heating apparatus is being operated or a power unit is being used. One person must remain awake at all times to prevent resting personnel from being exposed to carbon monoxide poisoning.

Road Exemption Zone (REZ)

Combat vehicles must obey Norwegian traffic laws on roads within the Land Exercise Area at all times. A REZ is a predefined section of road directed by the Land safety organization, where military vehicles which exceeds the limitations in width, height and weight are exempted from the requirements of using yellow rotating lights, carrying «WIDE LOAD»-signs and having to be followed by escort vehicles.

Exemption zones are always manned by military police.

Special regulations for BV 206

- Keep the hatches closed and locked while driving, except when crossing frozen lakes/ivers (see regulations for crossing frozen rivers and lakes), embarking/debarking from ships or when top cover position is manned.
- Keep hull drain plugs installed driving cross-country.
- Avoid traversing steep hills.
- Avoid overloading the roof rack (max 200 kg).
- Review the safety regulations prior to towing personnel on skis.

Standards when using a ground guide to guide a vehicle

Make sure the ground guide and the vehicle driver/commander have a common understanding of the meaning of the standard NATO hand/light signals used when guiding a vehicle.





Traffic accidents

Prioritized tasks in case of a traffic accident with personnel injuries:

1. Secure the accident scene to avoid dangerous situations.
2. Establish military on scene commander.
3. Call for ambulance/medical assistance as required
– phone 113 and report METHANE, or as a minimum:
Who, What, Where, When, How.
4. Provide first aid as required.
5. Report INCSPOTREP through chain of command.
6. Handover to police on arrival. Support police if required.

General procedure:

- Turn on hazard lights immediately and ensure all involved personnel wear a reflective vest.
- Place warning triangles/flares in both directions of the accident scene at least 100 m from the obstruction.
- Collect information and secure evidence for the proper preparation of the accident statement. Do not move the involved vehicle(s) until necessary evidence (length of brake marks, position of vehicles, etc.) has been documented/photographed, unless required in order to provide first aid or ensure safety.

- When HN emergency response units arrive, they will have command and control of the incident even if it is a military incident.
- Do not leave the scene of the accident until formalities are completed.
- Do not discuss the accident or questions of blame with other involved persons or bystanders.
- Complete a European Traffic Accident Form.
- Do not sign or verbally admit to any responsibility for the accident.



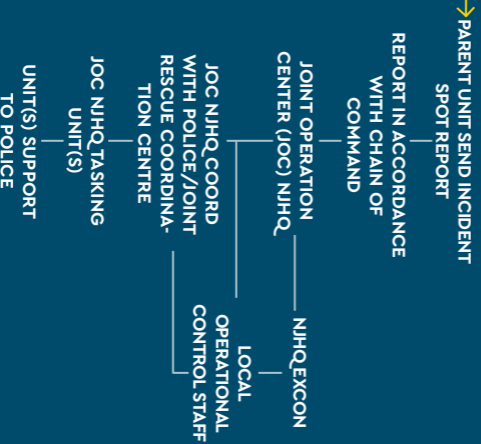
MAJOR ACCIDENT – ACTION SHEET

INJURIES/DAMAGES

Your responsibility:

Higher command responsibility:

- 1 SECURE THE ACCIDENT SCENE
- 2 IF AN EMERGENCY CALL 113
- WHO, WHAT, WHERE, WHEN, HOW
- 3 FIRST AID
- 4 REPORT TO PARENT UNIT
- WHO, WHAT, WHERE, WHEN, HOW
- 5 APPOINT MILITARY ON SCENE COMMANDER
- 6 HANDOVER TO POLICE ON ARRIVAL
- 7 SUPPORT POLICE IF REQUIRED



HOST NATION MEDICAL CONOPS (Real life support)

Role 1 Routine care

All units responsible to provide

Role 1 routine care to assigned forces

Role 2 and above - Emergency care

Provided by host nation at public hospitals dial 1-1-3 directly and

emergency dispatch (AMK)

determines MEDEVAC Mode and

Treatment location

Patient treated via Organic Role 1 Capability and:

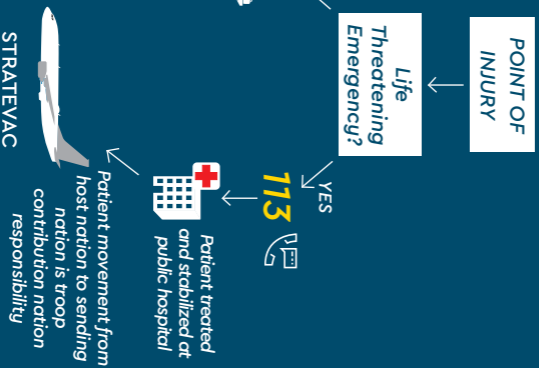
1. Patient Holding Facility (PHF)

2. Referred to Adjacent Role 1

Capability

3. HN Local municipal medical

office (Tel: 116117)





Cold weather injuries

Cold weather climate has caused the downfall of many great armies. In arctic conditions a high proportion of patients seeking medical attention have Cold Weather Injuries (CWI). The most important ones are:

Hypothermia

If you suspect hypothermia:

- Prevent further heat loss. Move the patient to a sheltered area and replace wet clothing with warm and dry clothing. Use heat blankets or warm water bottles to keep patient warm during evacuation.
- Use stoves, heat blankets, warm vehicles, etc. to actively rewarm the patient.
- Handle the patient carefully; do not move unnecessarily, transport and treat horizontally to avoid cardiac arrest.
- If cardiac arrest – heart/lung resuscitation (CPR).
Patients who are fully awake, may get warm fluids and be treated in the field. Do NOT give warm fluids to patients with a reduced level of consciousness.

Unconscious or disoriented patients must be transported to a hospital.

Freezing injuries

If you suspect superficial frostbites:

- Rewarm the affected area ASAP (skin-to-skin).
- Prevent further exposure of affected area.

If you suspect deep frostbites:

- Prevent further damage/exposure.
- Thawing and rewarming must be done by trained personnel. Evacuate to a hospital for further treatment.

Non-freezing injuries

If you suspect non-freezing injuries:

- General rewarming of the patient as well as skin-to-skin rewarming.
- Dry affected area gently.
- Prevent further exposure.

Snow blindness

If you suspect snow blindness:

- Blindfold the patient with dark piece of cloth.
- Use sunglasses if not severely affected.
- Seek medical treatment.

Carbon monoxide poisoning

If you suspect carbon monoxide poisoning:

- Move the patient into fresh air.
- Handle the patient with care.
- If possible, give oxygen.
- Evacuate to a hospital ASAP.

Avalanche hazard

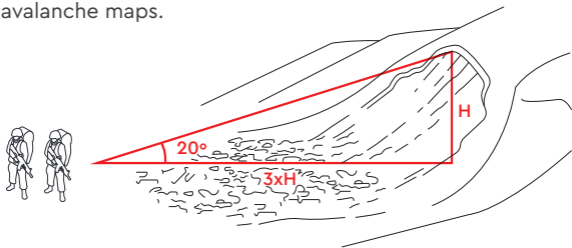


Special avalanche maps have been produced and distributed to your unit. An avalanche group will provide daily avalanche hazard warnings. Follow movement advice according to hazard level printed on the back side of the avalanche maps.

Snow avalanche hazard increases when:

- Heavy snowfall (20 cm or more per day).
- Winds resulting in drifting snow.
- A rapid increase in temperature.
- Rain.

All operations must be planned based upon official avalanche maps.



An avalanche problem consists of these factors:

- What type of avalanche is expected?
- What is the expect triggering mechanism?
- What is expected size?
- What is the probability of triggering?

Avalanche crossing road

Report all avalanches observed. If an avalanche has blocked the road, the following is a simple approach if you have no or minimal avalanche training:

STOP Think Observe Plan

Stop:

Stop the vehicle and consider the following:

If you have avalanche training and rescue equipment, start an immediate search if you consider the area safe from new or parallel avalanches.

If no or minimal training:

- Am I in an avalanche run-out zone, below avalanche terrain? If yes, return to a safe area. Avalanches may reach distances up to 3 times the height of the slope. If you have an avalanche map, move out of the avalanche run-out zone.
- Are there other vehicles blocked in the run-out zone? If yes, guide them into a safe area.
- If there are several avalanches and you are not able to move out of the area, the safest place might be on the avalanche debris.

Think:

Make sure help is on its way:

- Report the event to Exercise Control and 113.

Observe:

Get an overview of the situation:

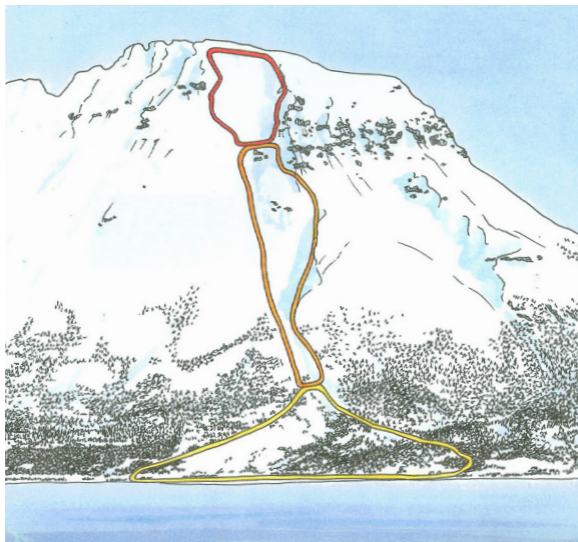
- Have you observed vehicles or persons in the avalanche?
- Has the avalanche struck houses or buildings?
- Has anyone seen personnel enter the avalanche or is anyone missing in the area?
 - Re-consider your own safety. Can avalanches reach you and others from terrain above?
- Update emergency services and Exercise Control.

Plan:

Divide area into safe and unsafe zones:

- Safe zone: Area not exposed to avalanche threat.
- Unsafe zone: Area that can be struck by new avalanches. In this area only personnel with transceiver and avalanche training.

Assist rescue services and provide information.



Crossing frozen rivers and lakes

Crossing frozen rivers and lakes should always be thoroughly planned. Crossing water reservoirs and electric power dams should be avoided due to considerable variations in the water level. In addition, ice on rivers and streams will always be of varying thickness and quality. Pay special attention to in- and outlets of lakes.

High voltage power lines

Be aware that the distance between the ground and high voltage power lines may decrease significantly after heavy snowfall. Avoid operating vehicles or using radio antennas underneath power lines.

5 steps of performing Operational Risk Management (ORM)

1. Identify hazards:

- a. Analyse the task.
- b. Preliminary risk assessment: List all possible hazards associated with the different phases of the operation.
- c. List possible reasons why the hazards arise.

2. Assess the hazards:

- a.** Determine the consequences of the various hazards:
 - 1.** Slight – in general, absence of consequence.
 - 2.** Low/minor – slight consequence.
 - 3.** Moderate – may result in minor injury, minor sickness, minor damage to materiel.
 - 4.** Severe – may result in serious injury, sickness, damage to materiel, etc. "Severe injury" is defined as: any injury, physical or mental, which leads to a permanent or long term inability to work.
 - 5.** Critical/very serious – may result in death or serious injury, loss of vital materiel.
- b.** Determine the probability of the various hazards occurring:
 - 1.** Very improbable – very unlikely or unlikely to occur.
 - 2.** Low probability – incident will seldom occur.
 - 3.** Moderate probability – reason to expect that the hazard will occur at some point in time.
 - 4.** High probability – likely to happen/occur.
 - 5.** Very high probability – will occur immediately or in the course of a short period of time.
- c.** Preliminary resolutions regarding different hazards based on consequences and probability.

3. Develop measures that determine the remaining risks and make decision to:

- a. Develop measures against all risks:
 - 1. Prioritize measures against dangers with a high risk.
 - 2. Determine the remaining risk.
 - 3. Make preliminary decision.

4. Implement corrective actions:

- a. Apply corrective actions.
- b. Communicate the measures to every level of the organization.

5. Monitor and evaluate the measures:

- a. Ensure the corrective measures are carried out and complied with at all levels.
- b. Be aware of changes in situation, causing the need for adjustments to planned measures.
- c. Implement corrective actions if required.

Laser safety



The following main rules apply when using lasers:

- All laser operators are expected to have had laser safety training, including equipment specific training. Operators are responsible to comply with the safety regulations and be aware of the necessary parameters to assess LASER hazards.
- All laser equipment in class 2 and above are to be used in accordance with safety hazard zone equal to EOHD due to the general lack of Laser Eye Protection on soldiers and the various magnifying optics (7×50) with no laser protection present in the exercise area.
- Laser equipment has to be approved by national authorities and reported to HN before exercise start.
- Lasers designed with intent to dazzle are forbidden to use, unless authorized specifically by NJHQ and the Ground Safety Officer/LSO.

All lasers in the visible spectrum may cause dazzling effects and therefore great harm to all personnel within the exercise area, specifically those performing critical tasks such as driving. Use in the vicinity of roads, narrow or shallow waters and airfields shall be assessed and managed accordingly.

Engaging with the media



Our media policy is active and open. For questions outside your area of responsibility, refer the journalist politely to the NOR Media and Information Centre, contact details at page 30.



Your rights in engaging with the media

- If media violate safety instructions, ask for the journalist's name and the name of their organization. Do not confiscate the reporters gear and do not restrain the person.
- You have the right to regulate photographing in military areas.
- In general, everyone can take photos and video in public spaces. If a person can be easily identified, or if they are the focus of the photo, media need their consent to publish the material. Media don't need your consent if it is the activity that is in focus, or if the photo is of public interest.
- If you say something that you regret, kindly ask the journalist not to use it, and let your superior know about it.
- You have the right to ask the journalist for a quote check.



Do

- Find out what questions or topics prior to the interview.
- Be honest. If necessary, say "I don't know" or "I can't discuss that".
- Deal only in facts – correct any inaccuracies.
- Be yourself – tell your story.
- Be professional.



Do not

- Do not discuss classified information.
- Do not be pressured into saying something you do not want to do. Do not lie or speculate to a journalist.
- Do not comment out of area of expertise.
- Do not discuss "what if" questions.
- Do not mislead or take sides.
- Do not use military jargon, acronyms or abbreviations.

Engaging with Arms Control

- Norway has signed arms control treaties such as the Vienna Document (VD 11) and the Conventional Forces Europe (CFE). Openness and transparency are therefore important.
- You can give the observers and inspectors the same information as you give to the media.

Key Messages

- We exercise together with our allies and partners to ensure our freedom, security and stability and to defend allied territory.
- This exercise is purely defensive.

NOR Media and Information Centre

Should you be asked who to contact about a media query, or if media contact you in connection with incidents such as road traffic accidents or injuries, you should refer them to the NOR Media and Information Centre.



NJHQ Public Affairs: +47 404 38083
JMIC e-mail: foh.info@mil.no

Social media



Be aware of the risks of posting material on social media channels. Use social media with care, remember OPSEC and comply with your national policy.

Do not

- Do not geotag your posts or images.
- Do not portrey the other nations in a bad light.
- Do not violate security measures, post inaccurate information, post inappropriate images or violate national policies.



HAZARD LEVEL	SNOWPACK STABILITY	LIKELIHOOD OF TRIGGERING	MILITARY REGULATIONS
5 VERY HIGH	The snowpack is poorly bonded and largely unstable in general.	Numerous very large, and in some cases extremely large, naturally released avalanches can be expected, even in moderately steep terrain*. Remote triggering is highly probable.	Movement in zone 1 and 2 is not allowed. Avalanches may have longer runout zone than marked on the avalanche.
4 HIGH	The snowpack is poorly bonded on most steep slopes*.	Triggering is likely, even from low additional loads** on many steep slopes**. In some cases, numerous large and often very large natural avalanches can be expected.	Movement in zone 1 and 2 is not allowed.
3 CONSIDERABLE	The snowpack is only moderately to poorly bonded on many steep slopes*.	Triggering is possible, even through low additional loads**, particularly on the indicated steep slopes. In certain situations some large, and in isolated cases very large natural avalanches are possible.	Movement in zone 1 is not allowed. Movement in zone 2 is allowed, but only far out in the runout zone. Bivouacking or long stops is not allowed in zone 2.
2 MODE-RATE	The snowpack is only moderately well bonded on some steep slopes*, otherwise well bonded in general.	Triggering is possible, primarily from high additional loads**, particularly on the indicated steep slopes. Very large natural avalanches are unlikely.	Movement in zone 1 is not allowed. Movement in zone 2 is allowed but bivouacking or long stops should be done more than halfway out in the runout zone.
1 LOW	The snowpack is well bonded and stable in general.	Triggering is generally possible only on high additional loads** in isolated areas of very steep, extreme terrain*. Only small and medium natural avalanches are possible.	Movement in zone 1 is not recommended. Zone 2 considered to be safe.

*Terrain steepness: Moderately steep <30°, steep 30-40°, extreme slopes - especially prone > 40°

**Additional weight: Large additional load = e.g. group of skiers, snowmobiles/small additional load = single skier