SAFETY FOLDER AND MEDIA CARD

Important information to all participants
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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: www.forsvaret.no/fakta/undersokelser-og-rapporter/ud2-1
- Aide memoir on artic hazards is available on: www.forsvaret.no/en/exercise-and-operations/exercises/cold-response

Important telephone numbers

Emergency
113

Civilian Police
112

Duty Officer Local Operation Control Staff Operation Center (LOPSCON OPS)
+47 771 93 060

Environmental Protection Cell
+47 400 38 526
Traffic safety

This exercise takes place in populated areas and on roads with civilian traffic. Pedestrians, including schoolchildren, 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

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.
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 is clear.

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.

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

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.

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.

Lights

Always use lights when driving on a public road, even during daylight hours (low beam). Use parking lights when parking on a 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.

Special regulations for BV 206

- Keep the hatches closed and locked while driving, except when crossing frozen lakes/rivers (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.

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 where military vehicles which exceed the limitations in width are exempted from the requirements of having to be followed by one (or two) escort vehicles, the use of yellow rotating lights and carrying «WIDE LOAD»-signs as directed by LOPSCON organization.
Traffic accidents

Prioritized tasks in case of traffic accident with personnel injuries:
1. Secure the accident scene to avoid dangerous situations.
2. Establish military on scene commander.
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 organisations 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.
1. Secure the accident scene
2. If an emergency call 113 - whom, what, where, when, how
3. First aid
4. Report to Parent Unit - whom, what, where, when, how
5. Appoint Military on scene commander
6. Handover to Police on arrival
7. Support Police if required

MAJOR ACCIDENT - ACTION SHEET

INJURIES/DAMAGES

Role 1 Routine care
All units responsible to provide Role 1 routine care to assigned forces

Role 2 and above

Case 1: Routine care is assigned to host nation at public hospitals

Case 2: Routine care is assigned to host nation at public hospitals

Case 3: Host nation medical CONOPS (real life support)
Cold weather injuries

Cold weather climate has caused the downfall of many great armies. In these 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 dry clothing. To keep patient warm during evacuation use heat blankets or warm water bottles.
- Use stoves, heat blankets, warm vehicles, etc. to actively rewarm the patient.
- Handle the patient carefully; don’t move unnecessarily, transport and treat horizontally to avoid cardiac arrest.
- If cardiac arrest – heart/lung resuscitation (CPR). Fully awake patients may get hot fluids and be treated in the field. Do NOT give hot 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 treatment must be done in a hospital.

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.

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.
Snow blindness

If you suspect snow blindness:
■ Blindfold the patient with dark clothing.
■ Use sunglasses if not severely affected.
■ Seek medical treatment.

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.
Crossing frozen rivers and lakes

Crossing of 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. Study UD 2-1 paragraph 7.2.10 – 7.2.13 (ENG version); paragraph 7.2.9 – 7.2.10.1 (NOR version).

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 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 Regulations folder.

The main points are:

- 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.
- Refueling is only permitted on approved sites.
- Respect the restrictions given for the different types of terrain.

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 LOPSCON at phonenumber +47 400 38 526.
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 (7x50) 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/LOPSCON.

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.

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:
      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 material, 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.
Appearances and Media Card

As you are operating in areas close to people’s homes, it is natural that some of them are curious and want to learn more about the exercise. As Norway is a democratic country where openness and freedom are important principles, it is important to continue to have a good relationship with the local community, the media and the arms control. Therefore it is important to be polite and friendly.

Engaging with the media

- Our media policy is active and open. Don’t be afraid to engage with the media. When doing so, keep in line with the Cold Response 2020 key messages and key facts (see next page). For questions outside your area of responsibility, refer the journalist politely to the Joint Media and Information Centre, contact details below.
- Always report media presence through your Chain of Command.
- Usually media engagements will have been arranged through the Joint Media and Information Centre whose public affairs officers will prepare you for formal interviews.

Do’s

- 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.

Don’ts

- Discuss classified information.
- Be pressured into saying something you don’t want to do.
- Lie or speculate to a journalist.
- Comment out of area of expertise.
- Discuss “what if” questions.
- Mislead or take sides.
- Use military jargon, acronyms or abbreviations.
Key Messages

- We exercise together with our allies and partners to ensure freedom, security and stability in our part of the world and to increase our common ability to defend allied territory.
- This exercise is purely defensive in nature.

Cold Response Key Facts

- Over 15,000 personnel.
- 10 allied and partner nations are training together.

Joint 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 exercise Cold Response Joint Media and Information Centre.

NJHQ Public Affairs: +47 404 38083
JMJC email: info@njhq.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.

Don’ts

- Geotag your posts or images.
- Show the other nations in a bad light.
- Violate security measures, post inaccurate information, post inappropriate images or violate national policies.
Your rights in engaging with the media

- If media breaches the safety instructions, ask for the journalist’s name and the name of his or hers organization. Do not confiscate the reporters gear and do not hold back the person.
- You have the right to regulate photographing in military areas.
- In public space everyone has the right to take pictures and publish them as long as the picture is in the 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

Engaging with Arms Control

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

Avalanche Hazard Scale

The avalanche problems are of principal concern to the user. Knowing what causes avalanches can make it easier for you to avoid them.

An avalanche problem consists of these factors:
- What type of avalanche is expected?
- What is the expect triggering mechanism?
- What is expect sizes?
- What is the probability of triggering?
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<th>Triggering</th>
<th>Movement in Zone 1</th>
<th>Movement in Zone 2</th>
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<tr>
<td>Moderate to steep</td>
<td>Possible, primarily from high loads.</td>
<td>Not recommended.</td>
<td>Considered safe.</td>
</tr>
<tr>
<td>Extreme</td>
<td>Likely, even from low additional loads **.</td>
<td>Considered safe.</td>
<td>Considered safe.</td>
</tr>
<tr>
<td>Very steep</td>
<td>Highly probable.</td>
<td>Not allowed.</td>
<td>Bivouacking or long stops should be done more than half way out.</td>
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</table>

**-**: High additional loads are expected when indicated on steep slopes.
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**Terrain Steepness**:
- Moderately steep: e.g. group of skiers, snowmobilers / small additional load = single skier.
- Some steep slopes: e.g. extreme slopes - especially prone < 40°.
- Extreme slopes: e.g. extreme slopes = very steep slopes.

**Trigger Probability**:
- General bonded and stable in general.
- Otherwise well bonded in good isolated areas of very steep slopes. Only small to medium natural avalanches are possible.
- Moderately well bonded on many steep slopes. In some cases, numerous very large natural avalanches are expected, even on low additional loads. Remote triggering is highly probable.

**Movement Recommendations**:
- Zone 1 movement not allowed. Zone 2 movement is allowed but bivouacking or long stops should be done more than half way out. Movement in Zone 2 is allowed far out in the run out zone, but movement in Zone 1 is not allowed.
- In some cases, numerous very large natural avalanches are expected, even on low additional loads. Remote triggering is highly probable.

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**Snowpack Stability**:
- Low: The snowpack is well bonded and stable in general.
- Moderate: The snowpack is only moderately well bonded on some steep slopes.
- High: The snowpack is poorly bonded and largely unstable in general. Movement in Zone 1 is not allowed. Movement in Zone 2 is allowed but bivouacking or long stops should be done more than half way out.

**Regulations**:
- Military regulations apply in certain situations.

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**SNOWPACK STABILITY**
- Likelihood of triggering scenarios:
  - Low: The snowpack is well bonded and stable in general. Movement in Zone 2 is not recommended.
  - Moderate: The snowpack is only moderately well bonded on many steep slopes. Movement in Zone 1 and 2 is not allowed.
  - High: The snowpack is poorly bonded on most steep slopes. Movement in Zone 1 is not allowed. Movement in Zone 2 is allowed but bivouacking or long stops should be done more than half way out.