



NORWEGIAN  
ARMED FORCES

# SAFETY SECURITY FOLDER



## TRAFFIC SAFETY

The exercise will take place in a populated areas with heavy traffic, pedestrians and schoolchildren. Read more on how to safely drive on page 2-6

## DANGEROUS AREAS

Some areas, like frozen lakes and steep slopes, may not be the safest way to go. Read more on page 9 and the back of this folder.

## FROST BITE

What do you do when you got a frost bite? And how do you know how serious it is? Is it even a frost bite? Read more on what to do on page 7-8



2016 cold  
response

## **TRAFFIC SAFETY**

Exercise Cold Response 2016 will take place in populated areas and on roads with heavy traffic. Pedestrians, including school children, regularly use the roads in the exercise area.

### **IMPORTANT TELEPHONE NUMBERS**

**FORWARD SAFETY, SECURITY AND UMPIRE ELEMENT (FSSUE): 73 99 57 00**

**ENVIRONMENTAL PROTECTION: 40 03 35 69**

**PATIENT EVACUATION COORDINATION CELL (PECC): 74 83 64 17**

**EMERGENCY: 113**



### **Speed limits**

The following speed limits apply within the exercise area. Commander Norwegian Joint Headquarters (COM NJHQ) may impose further restrictions as dictated by weather and road conditions.

- Staff cars and vans, civilian types: civilian regulations.
- Trucks, military types transporting personnel: 40 kmh / 25 mph.

### **Use of snow chains**

Norwegian law states that it is the driver's responsibility to ensure that his/her vehicle has sufficient 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).

## **Some advice**

- Properly adjust your snow chains.
- 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 lights when driving on a public road, even during daylight hours (low beam). Use parking lights when parking on a road.

## **Restrictions when vehicle width exceeds 2.55 m**

The vehicle must be equipped with at least one flashing yellow warning light visible from all sides.

## **Distance between vehicles**

Keep necessary distance to the vehicle in front of you. Remember that winter conditions may double or even triple the distance required to bring a car to a stop compared to summer conditions.

## **Overtaking**

- Avoid overtaking other traffic unless absolutely necessary.
- When overtaking, make sure the road is clear – most serious accidents occur while overtaking other vehicles.

## **Parking**

- If you have to stop/park on a road for a short period, park to the far right well over the road shoulder to enable other vehicles to pass freely.
- Do not park in/around a turn in the road, or immediately over a hill top.

## **Reflective vest inside vehicles**

A reflective vest must be placed in each vehicle. This is to ensure the driver's safety, and it is to be worn by the driver in case he/she has to leave 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 check points, ensure your CP is clearly visible to all traffic.

## **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 being exposed to carbon monoxide poisoning.

## **Special regulations for BV 206**

- Always keep the hatches down and locked while driving, except when crossing frozen lakes/rivers or embarking/debarking from ships.
- Avoid traversing steep hills.
- Avoid overloading the roof rack (max 200 kg).
- Review the safety regulations before you start towing personnel on skis.

## **Traffic accidents**

- If you are involved in a traffic accident, be aware of the following:
- In case of accidents causing injury to personnel, call 113 immediately, and PECC 74 83 64 17. Damage to equipment or property, call Forward Safety, Security and Umpire Element (FSSUE) Ops 77 89 75 00. Secure the accident scene and involved rescue personnel:
- 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.
- Contact the ambulance service (tel: 113) if required – when in doubt, do so.
- Give first aid if necessary.
- Do not move the involved vehicle(s) until the necessary evidence (length of brake marks, position of vehicles, etc) has been noted, unless required in order to provide first aid or ensure safety.
- Do not leave the scene of the accident.
- 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.

## **ENVIRONMENTAL PROTECTION**

We are all responsible for taking care of the environment in the exercise area. Some parts of the exercise area have been used extensively over the years, while other parts have not been used for military activity until recently.

The exercise maps contain important information regarding environmental regulations. All planning and execution of operations must take into account this information.

The environmental regulations are specified in the separate Environmental Regulation folder.

The main points are:

- Remove all waste from the exercise area before you leave.
- All kinds of waste are to be deposited 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 at approved sites. ·
- Respect the restrictions given for the different types of terrain.

If in doubt, or damage occurs (including oil spill):

Contact your designated Environment Protection Officer or Environment cell in FSSUE at phonenumber 400 33 569.

## **LASER SAFETY**

The following main rules apply when using LASERS:

- All LASER equipment has to be approved by National authorities and coordinated with Exercise command.
- All LASER operators must undergo LASER safety training including equipment specific training. Operators must be aware of the necessary parameters to assess LASER hazards (NOHD, Beam divergence, frequency, etc).
- All participants must know the LASER safety regulations in the Exercise order (ROE). The use of dazzling LASERs and pointers in particular represents a higher level of risk to fellow soldiers. Be responsible. Further LASER safety requirements are specified in UD 2-1 (The Norwegian Armed Forces Safety Rules and Regulation for Land Based Military Activities).

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## **FROSTBITE PROTECTION, CARBON MONOXIDE POISONING, SNOW BLINDNESS**

Cold weather climate has been the downfall of many great armies. In these conditions a high proportion of patients seeking medical attention have cold injuries.

The most important ones are:

### **NON-FREEZING INJURIES**

If you suspect hypothermia:

- Prevent further heat loss. Move the patient to a sheltered area and replace wet clothing with warm dry clothing.
- The patient must be handled carefully; not moved unnecessarily, and transported and treated horizontally to avoid cardiac disorders.
- If cardiac arrest – heart/lung resuscitation.

- 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 taken to a hospital.

## **FREEZING INJURIES**

If you suspect hypothermia:

- Rewarm the affected area ASAP (skin against 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.

## **CARBON MONOXIDE POISONING**

If you suspect carbon monoxide poisoning:

- Move the patient into fresh air.
- The patient must be handled with care.
- If possible give oxygen.
- Evacuate to a hospital ASAP.

## **SNOW BLINDNESS**

If you suspect snow blindness:

- Blindfold the patient with dark clothing.
- Seek medical treatment.

## **AVALANCHE HAZARD**

Special avalanche maps have been produced – your unit will have these maps. An Avalanche Group will provide daily avalanche hazard warnings.



Snow avalanche hazard increases when:

- Heavy snowfall (20 cm or more per day).
- Winds resulting in drifting snow.
- A rapid increase in snow temperature caused by sunlight radiation, rain or warm air.

## **AVOID DANGEROUS AREAS.**

### **IF YOU FIND YOURSELF IN A DANGEROUS AREA:**

- Contact your unit and inform them about the situation.
- Cross the hillside with least snow at the highest level possible.
- Cross a dangerous area one by one, with those waiting to cross looking out for avalanches and observing where crossers disappear in a potential snow slide.

## **CROSSING FROZEN RIVERS AND LAKES**

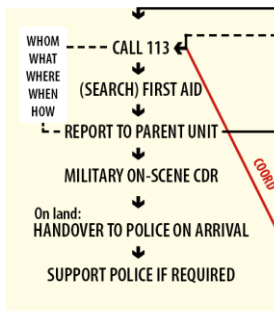
Crossing frozen rivers and lakes should always be well planned. Crossing water reservoirs and electric power dams should be avoided due to considerable variations in the water level. In addition, ice on rivers and streams will always be of varying thickness and quality. Pay special attention to in- and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

Study UD 2-1 paragraph 8.2

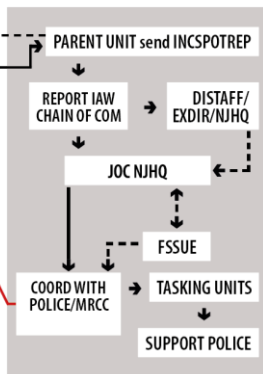
- Follow the advice of experienced military personnel when crossing rivers and lakes.
- Measure the ice thickness along the route by drilling holes.
- Drive with the hatches in an open position.
- Ensure that draining screws are tightened up.

## MAJOR ACCIDENT - ACTION SHEET INJURIES/DAMAGES

### ***YOUR responsibility at accident scene***



### ***HIGHER COMMAND responsibility***



Transport means	Ice thickness	Distance between men and vehicle
Man on foot (max 140 kg)	10 cm	10 m
Skidoo (with 2 men - max 650 kg)	25 cm	30 m

## 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 below 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 that the measures are carried out and complied with at all levels.

b. Be aware that changes may take place and that adjustments may need to be made.

c. Implement corrective actions if required.







# NORWEGIAN ARMED FORCES AVALANCHE HAZARD SCALE

Degree of hazard	Snowpack stability	Avalanche probability	Military regulations
1 - Low	The snowpack is generally well bonded and stable.	Triggering is generally possible only with high additional loads** on very few extreme slopes. Only natural sluffs and small avalanches are possible.	Movement in zone 1 is not recommended, zone 2 considered to be safe.
2 - Moderate	The snowpack is only moderately well bonded on some steep slopes*, otherwise it is generally well bonded.	Triggering is possible, particularly through high additional loads**. Large natural avalanches are not expected.	Movement in zone 1 is not allowed. Movement in zone 2 is allowed but bivouacking or long stops should be done further out than half of zone 2.
3 - Considerable	The snowpack is moderately to weakly bonded on many steep slopes.	Triggering is possible, even through low additional loads**. In certain conditions, some medium and occasionally large natural avalanches are possible.	Movement in zone 1 is not allowed. Movement in zone 2 is allowed but only far out in the run out zone. Long stop or bivouacking is not allowed.
4 - High	The snowpack is weakly bonded on most steep slopes*.	Triggering is probable even through low additional loads** on many steep* slopes. In certain conditions, many medium and multiple large natural avalanches are expected.	Movement in zone 1 and 2 is not allowed.
5 - Very high	The snowpack is generally weakly bonded and largely unstable.	Many large natural avalanches are expected, even in moderately steep terrain*.	Movement in zone 1 and 2 is not allowed. Avalanches may have longer run outs than marked on the avalanche map.

\* Terrain steepness: Extreme slopes  $\geq 40^\circ$ ; Steep slopes  $30 - 40^\circ$ ; Moderately steep terrain  $\approx 30^\circ$ .

\*\* Additional weight: High additional load = group of skiers, skidoo; Small additional load = One skier.