

**JOINT PLAN ON MARINE POLLUTION PREPAREDNESS AND RESPONSE
BETWEEN NORWAY AND THE UNITED KINGDOM**

Short Title: NORBRIT PLAN

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1. GENERAL PROVISIONS

- 1.1 Operations of any kind which involve international co-operation can be defined as joint operations. In joint marine pollution clean-up operations in the sea area covered by this Plan, the Norwegian and United Kingdom authorities both have co-ordination tasks to perform in accordance with their own national arrangements. However, as divided control may easily result in operational problems, the authorities are agreed that co-ordination of marine pollution clean-up action should not be divided and, that the identity of the Action Co-ordinating Authority (ACA) must be decided and promulgated at an early stage.
- 1.2 In order to avoid operational problems and to increase the effectiveness of the measures taken, the Norwegian and United Kingdom Authorities have agreed to act in accordance with the articles of the NORBRIT Plan.
- 1.3 Whichever part they play in a joint operation, national authorities will operate in accordance with their own instructions and procedures. The success of the joint operation will therefore depend on;
 - 1.3.1 Adequate knowledge and understanding of the instructions and procedures of the other country;
 - 1.3.2 A full understanding of the techniques used by, and equipment available to, the other country, and how the best use can be made of these resources;
 - 1.3.3 Prepared procedures for joint operation within the framework of national plans, these are contained in Annex C.
- 1.4 The objective of the Plan is to establish procedures to be followed during joint Norway/United Kingdom counter-pollution operations at sea. The Plan largely applies to spills resulting from major incidents involving offshore installations, such as blow-out and damage to submarine pipelines. However, it is not only confined to such events, and will apply as necessary, and as appropriate to, any marine pollution incidents (of whatever origin) within the NORBRIT Region which are of sufficient severity to warrant joint action.
- 1.5 It must be emphasised that the NORBRIT Plan principally relates to actual marine pollution from shipping and offshore installations. However, this plan does make reference to other linked activities, for example the activation of an Operations Control Unit (OCU) (in the UK) for dealing with the removal of the threat of significant pollution. Note the OCU does not control or manage the actual pollution but monitors the actions being undertaken by the operator with regards to the threat of significant pollution.

2. RELATIONS WITH AGREEMENTS

- 2.1 The Bonn Agreement was signed in 1969 by countries bordering the North Sea, and relates to co-operation and notification in case of large scale marine pollution in the North Sea area. The NORBRIT Plan has adopted the notification procedures of the Bonn Agreement and does not in any way change or modify that Agreement.
- 2.2 Guidelines exist for co-operation at working level between the Rescue Co-ordination Centre (RCC) at Stavanger/Sola and the Maritime Rescue Co-ordination Centre (MRCC) at Aberdeen in maritime Search and Rescue operations. This Plan does not affect those arrangements in any way.
- 2.3 Guidelines also exist between the Petroleum Safety Authority Norway and the UK Department of Energy and Climate Change (DECC) on the drilling of relief wells close to the median line. As above, this Plan does not affect those arrangements in any way.

3. AMENDMENTS

- 3.1 Amendments to the NORBRIT Plan must be jointly decided and approved by the Norwegian and United Kingdom authorities.

4. THE NORBRIT REGION

- 4.1 The NORBRIT Region is that part of the North Sea which lies south of latitude 63° 38' 10.68" North and is contained within a band following the median line between Norway and the United Kingdom and extending to a distance of 50 nautical miles on either side of that line.

5. TYPES OF INCIDENTS, NOTIFICATION AND ACTION REQUIRED

- 5.1 The NORBRIT Plan will be triggered if there is an occurrence or series of occurrences in the NORBRIT Region having the same origin which results, or may result, in a discharge of marine pollution which poses or may pose a threat to the marine environment, or to the coastline or related interest of one or more states, and which requires emergency action or other immediate response (in the context of this Plan marine pollution is defined as pollution by oil or other hazardous substances).
- 5.2 The authority of the country on whose side of the median line a major marine pollution incident occurs or threatens to occur shall immediately alert the authority of the other country. Notification should be telephoned and confirmed by fax or e-mail using the Bonn Agreement POLREP format. Initial notification of an emergency that may lead to a major marine pollution, or a request to implement the NORBRIT Plan, is to be passed through the Norwegian Coastal Administration (NCA) and RCC Stavanger in Norway and MRCC Aberdeen, and thereafter through internal cascade procedures between the NCA in Horten and the Maritime and Coastguard Agency's Counter Pollution and Response Branch (CPR) in Southampton. (See Annex A).

- 5.3 Following notification, the authority of either country may request the implementation of this Plan where an incident is deemed to be of such severity and/or magnitude as to justify joint action. Such a request shall be given immediate consideration by the other country.
- 5.4 The responsibility for initiating any joint marine pollution clean-up response action will rest, in principle, with the country on whose side of the median line the incident occurs. The lead country will designate an Action Co-ordinating Authority (ACA) to co ordinate the marine pollution clean up response. If the marine pollution is from a ship this will be the Head of the Marine Response Centre in the UK and in Norway the NCA. In the UK if the marine pollution originates from the offshore oil and gas industry the Head of the Marine Response Centre will monitor the responsible operator's marine pollution clean up response and, if required, assume responsibility for the marine pollution clean up operation requesting and co-ordinating any assistance which may be appropriate. The other country will take on the role of Action Liaison Authority (ALA). In Norway, the responsible Operator will be ACA, if the spill is from the oil and gas industry. NCA will monitor the situation and act as an Authority. In the UK the SoSREP will continue to have the overall responsibility for providing overall direction for salvage, intervention and the prevention of marine pollution incidents involving ships or offshore installations that require a national response. (See Section 1.5 and Annex C)

6. RESOURCES

- 6.1 Both Authorities; the MCA's Counter Pollution and Response Branch (CPR) and NCA, are obliged to offer necessary resources for joint action if such an operation is deemed necessary. Arrangements exist under the Bonn Agreement to provide, on a regular basis, details of the resources likely to be available in the **NORBRIT** Region for dealing with emergencies covered by the **NORBRIT** Plan.

7. EXERCISES

- 7.1 Each authority participates in regular pollution preparedness and response exercises. Information on such exercises where the NORBRIT Plan is liable to be triggered and where MCA, DECC or NCA are participating will be exchanged between the Norwegian and the United Kingdom authorities and where appropriate an invitation to attend issued*.

Where participation in identified exercises is not possible an exchange of lessons learned should take place to ensure a sharing of knowledge.

*Participation by a representative of each authority at another's exercise should have occurred within 12 months of this agreement being signed and thereafter as appropriate but at intervals of not more than 3 years.

ARRANGEMENTS FOR 24 HOUR EMERGENCY COMMUNICATION

Norway

Norwegian Coastal Administration Telephone: (24 hours) + 47 33 03 48 00
 (NCA) 24 hours Facsimile: + 47 33 03 49 49
 E-mail: vakt@kystverket.no

The initial notification should be copied to:

RCC Stavanger Telephone: (24 hours) + 47 51 51 70 00
 Facsimile: + 47 51 65 23 34
 E-mail: operations@jrcc-stavanger.no and
post@jrcc-stavanger.no

Facsimile and e-mail sent outside office hours must be followed up by phone call.

United Kingdom

MRCC Aberdeen Telephone: (24 hours) + 44 1224 592334
 Facsimile: + 44 1224 575920
 E-mail: aberdeen.coastguard@mcga.gov.uk

MRCC will contact the MCA Duty Counter Pollution and Salvage Officer

ADDITIONAL NUMBERS (NOT NECESSARILY 24 HOURS)

DECC Aberdeen Telephone: +44 1224 254058
 Offshore Environment and Facsimile: +44 1224 254100
 Decommissioning (OED)

Duty Environmental Inspector
 Office Hours - E-mail: offshore.inspectorate@decc.gsi.gov.uk
 0830 to 1730

DECC Duty Officer (London) Telephone: +44 207 215 05/3234
 Outwith Office Hours –
 1730 to 0830

RCC Stavanger Telephone: (24 hours) + 47 51 51 70 00

ANNEX B

PRINCIPLES OF CO-OPERATION

The authority of the country on whose side of the median line a major marine pollution incident occurs, or is threatened, shall immediately notify the authority of the other country. This notification shall be transmitted between the Norwegian Coastal Administration and the MRCC Aberdeen. Thereafter, through respective cascade arrangements, NCA Horten and The Maritime and Coastguard Agency Counter Pollution and Response (CPR) Branch, Southampton, will assume respective control. It may be sent either in plain language or preferably in the Bonn Agreement POLREP format.

For an offshore pollution incident, MRCC Aberdeen will include DECC in the POLREP address list.

This Plan will become operative when the other country agrees to the request.

Determination of Lead and Supporting Roles

- B.1 Where an incident is deemed to be of such severity and/or magnitude as to justify joint action, one country is to be in control of operations or is in a position to give directions to the operator concerned.

The responsibility for initiating joint action will rest, in principle, with the country on whose side of the median line the incident occurs. This lead country will designate an Action Coordinating Authority (ACA). In the UK the Head of the Marine Response Centre, who will thereafter assume responsibility, will request and coordinate any assistance which may be required, and will similarly designate an Action Liaison Authority (ALA), see 5.4.

- B.2 Where an incident involves an offshore oil field which extends across the jurisdictional boundary (median line), the country from which the operator concerned is regulated shall assume the lead role and designate the ACA, regardless of which side of the median line the incident occurs.

- B.3 Where desired and appropriate, the lead and supporting roles of the two countries may be reversed by mutual agreement. This may, for instance, be appropriate when the main area of pollution or activity moves from one side of the median line to the other, or when the major part of the resources required and deployed are provided by the supporting country. Such a change should be preceded by prior consultation and agreement.

- B.4 Should there be a major and separate area of pollution from the same source on each side of the median line, it may be appropriate for each country to assume the lead for operations on its own side of the line.
- B.5 Where a spill is from a submarine pipeline, the initiation of action and assumption of lead role are similarly determined by the position of the incident in relation to the median line, regardless of the ownership of the installation from which it runs, or the jurisdictional control of the pipeline. In certain circumstances, the lead role may pass to the other country as provided for in B.3 & B.4 above.

Command and Control

- B.6 Resources deployed by either country, although coordinated by the ACA, remain under national control.
- B.7 An offshore operator concerned in an incident remains subject to command and control by their "parent" Government. Should the ACA role be with the other country, any instructions from the ACA to the operator should be passed through the "parent" Government.

Counter Pollution Measures

- B.8 The response technique will be considered on a case by case basis. The three primary options are:
- i) allow to disperse naturally;
 - ii) mechanical recovery;
 - iii) use of oil spill dispersants.
- B.9 In controlling counter pollution operations close to or beyond the median line, the ACA should as a general rule consult the ALA as to the proposed clean-up methods, the equipment available and the magnitude of the operation. Questions related to priorities and the proposed concentration on special tasks or geographical areas should also be mutually discussed.
- B.10 The use of dispersants on a large scale is unlikely to be necessary save in the event of a prolonged spill (e.g. an uncontrolled blow-out) where there is a significant possibility of it becoming a threat to the interests of one or both countries. The United Kingdom Government (Department for Environment Food and Rural Affairs (DEFRA) has issued Guidelines – 'The Approval and use of Oil Dispersants in the UK'. In Norway, the use of chemical dispersants is regulated in pursuance of the "Regulations concerning the Composition and Use of Dispersants to Combat Oil Spills", issued on 1 January 2002
- B.11 Where the large scale use of dispersants is contemplated, the ACA should consult the ALA, as well as organisations representing fisheries and wild life interests as to:
- the respective merits of using dispersants or relying on natural forces;
 - the sensitivity of particular areas, and

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- other aspects liable to cause anxiety.
- B.12 The use of dispersants to protect human life, minimise the damage to the environment or to reduce the risk of damage to offshore installations, is at the discretion of the ACA.
- B.13 It is open to either country, following consultation between ACA and ALA, to seek assistance from other States under the provisions of the Agreement for Cooperation in Dealing with Pollution of The North Sea by Oil 1969 (the Bonn Agreement), or otherwise.
- B.14 Whether or not such assistance is requested, the lead country should ensure that information on the occurrence of the incident, and on the progress of response operations, is passed to contracting parties to the Bonn Agreement.

Liaison Requirements

- B.15 In the pollution combating phase of an incident, when the emphasis is on practical measures to stop or limit the spill and to minimise its effects, company liaison personnel of sufficient standing and with delegated authority should be available to the ACA.
- B.16 Additionally, in prolonged joint response operations, each country should provide liaison personnel to assist the ACA or ALA of the other country on questions arising out of the joint operations.

Decisions at higher level

- B.17 Where a pollution emergency requires decision or action at a higher administrative or possibly a Ministerial level, operational authorities report as follows:
- B.18 The Norwegian RCC reports to the Duty Officer of the NCA in Horten on oil clearance matters, and to the Duty Officer of the Petroleum Safety Authority Norway, on technical or other emergency matters concerning offshore installations.
- B.19 The United Kingdom MRCC reports to the Duty Counter Pollution and Salvage Officer. Cascade arrangements will ensure that the correct personnel are notified in the MCA Headquarters in Southampton.
- B.20 At Headquarters level, information regarding the pollution situation can be exchanged, consultation carried out, problems resolved and decisions taken between the NCA in Horten and the MCA's CPR Branch in Southampton.
- B.21 In the UK, the operators of offshore installations are required to have an oil pollution emergency plan approved under the OPRC Regulations 1998. They must have the capability to respond to a Tier 3 incident. The MCA will carefully monitor the response and, if necessary, can assume control of pollution clean up operations. If necessary a Marine Response Centre (MRC) as detailed in the UK National Contingency Plan will be established.

- B.22 In Norway the operators of offshore installations are required to have an oil pollution emergency plan approved by Klif. They must have the capability to respond to a Tier 3 incident. NCA will carefully monitor the response and if necessary can assume control of pollution clean up operations and also provide assistance if necessary.

EMERGENCY ORGANISATIONS

C.1 In the event of a "blow-out" from an offshore installation, or other major pollution incidents at sea, both the Norwegian and the United Kingdom Governments have special organisations, either in permanent existence or in reserve, to monitor, advise, assist or carry out such operations as may be required.

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C.2 Each year between 1200 - 1400 notifications concerning acute oil and chemical discharges or possible acute pollution are reported to the Norwegian authorities. Main sources for discharges are the offshore petroleum industry, ships and industry on land. The total length of the Norwegian coastline (including islands) is 83,000 km. High concentrations of environmentally sensitive areas such as bird nesting islands and fjords, different climatic zones and poor infrastructure pose great challenges for the national acute pollution contingency. The population of Norway is approx. 4.8 million and most of the population lives in the southern part. The main land area is 323,758 square kilometres and 2 million square kilometres of ocean is located within the national economic zone.

C.3 **General description of national organisation and legislation**

The responsibility for dealing with acute pollution in Norwegian waters, in the territorial sea and at Svalbard, rests legally from 1st January 2003 with the Ministry of Fisheries and Coastal Affairs. The Pollution Control Act of 1981, Chapter 6, regulates private and municipal contingency. This Act is based on the following main principles: obligation to notify, obligation to respond and obligation to provide assistance. The Act is also based on the polluter pays principle.

The enforcement of the Act and regulations is, from 1st January 2003, the responsibility of the Norwegian Coastal Administration, NCA, through the Department for Emergency Response.

C.4 **NATIONAL ORGANISATION AND RESPONSIBILITIES**

Decision making levels and information flow

The command system is represented by the following levels:

- The Minister of Fisheries and Coastal Affairs.
- The Director General of NCA.
- The Director of NCA's Department for Emergency Response.
- The Duty Team (24h).

When the national contingency system is in operation, the Director of the Department for Emergency Response will act as the response commander.

C.5 National organisation and tasks

The Department for Emergency Response has the following responsibilities:

- National response authority against major acute pollution.
- Co-ordinate private, municipal and governmental contingency into a national system.
- Maintaining the governmental response organisation NCA.
- Conduct surveillance by aircraft and satellite.
- Act as national and international focal point for acute pollution notification.

All private industry is required to establish and maintain its own acute pollution contingency. The oil companies operating on the Continental Shelf are subject to preparedness requirements. As regards the oil activities on the Norwegian Continental Shelf, the responsibility lies with the individual petroleum companies. All the operating companies are members of the Norwegian Clean Seas Organisation (NOFO), who render equipment and technical staff available to the afflicted companies. In addition, about 70 private enterprises have received dedicated contingency requirements. In Norway, contingency requirements are always based on environmental risk assessments. There are 34 inter-municipal contingency regions (IUA) covering both coastal and inland areas. Acute pollution caused by "normal activity" within a municipality is the responsibility of the IUA.

The governmental at sea contingency (NCA and the Coast Guard resources) is responsible for responding to spills not covered by private and municipal contingency. Private and municipal contingency organisations are obliged to provide assistance to the governmental contingency.

- C.5 In general, mechanical recovery of oil pollution has first priority. Chemical response (dispersants) is considered as an important supplement. If net environmental benefit analysis (NEBA) identifies dispersants as the preferred method, chemical response may take position as the first priority response method for dedicated areas and spill scenarios.

United Kingdom

- C.6 Full details of the UK's response structure is outlined in the UK's National Contingency Plan for Marine Pollution from Shipping and Offshore Installations (NCP).
- C.7 Following publication of Lord Donaldson of Lymington's review of Salvage and Intervention and their Command and Control, the UK Government appointed a Secretary of State's Representative (SOSREP) for Maritime Salvage & Intervention, to provide overall direction in dealing with the threat of significant pollution involving shipping or offshore installations. When a marine incident happens the MCA Duty Counter Pollution and Salvage Officer (CPSO) will be alerted via a Maritime Rescue Co-ordination Centre. The Secretary of State's Representative (SOSREP) may also be alerted along with the Duty DECC Environmental Inspector for offshore industry incidents.

- C.8 The SOSREP will decide whether to set up a response unit which will monitor the activities of an offshore operator and / or a salvor. This function would normally be exercised through an Operations Control Unit (OCU) for offshore installation incidents or a Salvage Control Unit (SCU) for shipping incidents. The SOSREP will use all the information available to him to assess whether the actions proposed are in the UK public interest. The SOSREP is empowered to exercise intervention powers to whatever extent is required and may take control of the salvage operations, if appropriate, by issuing direction orders.
- C.9 The control of marine pollution clean-up operations at sea is located in the MCA's Counter Pollution and Salvage Branch together with the full use of the extensive communications facilities of the MRCCs. This control, including aerial surveillance activity, may function through a Marine Response Centre (MRC) near the scene of the incident and staff may also be deployed forward to the scene to provide support to the offshore operator depending on the severity of the marine pollution.
- C.10 For counter pollution activities at sea, the MCA's Counter Pollution and Salvage Officers (CPSOs) or members of the CPB will normally undertake, on behalf of the United Kingdom Government, the functions of ACA or ALA, as determined on a case by case basis
- C.11 In determining its course of action, the MCA's CPR Branch consults with other Government Departments, Environmental regulators, and the statutory Nature Conservancy Agencies (i.e. Joint Nature Conservation Committee, Marine Scotland and Natural England).
- C.12 Incidents occurring at an offshore installation fall under the remit of the installation's oil pollution emergency plan. In the event of significant pollution or threat of significant pollution from an offshore installation, MCA, following consultation with The Department of Energy and Climate Change (DECC) may activate the National Contingency Plan for Marine Pollution from Shipping and Offshore Installations (NCP).
- C.13 The Offshore Installations (Emergency Pollution Control) Regulations 2002 provides for powers, corresponding to those under sections 137 to 140 of the Merchant Shipping Act 1995 in relation to ships, to prevent and reduce pollution and the risk of pollution following an accident involving an offshore installation.
- C.14 The powers are granted to the Secretary of State's Representative (SOSREP) and if required, a team will move to the operator's premises, as detailed within the operator's oil pollution emergency plan, to set up an OCU in the proximity to the Operator's Emergency Response Centre.
- C.15 **Offshore Operators**

The respective national associations of offshore operators provide links:

- between individual operators within the association concerned;

- between those operators and the "parent" Government, and
- with other national associations and their member operators.

C.16 The link with the "parent" Government is particularly important in providing a means of promulgating statutory regulations, emergency and contingency measures, and of implementing Government policy.

C.17 Commercial Arrangements - The Norwegian Organisation

The 'Norwegian Clean Seas Association for Operating Companies' (NOFO) is an oil spill response organisation established by the operating companies on the Norwegian continental shelf. NOFO's primary objective is environmental protection. The organisation ensures that the authorities oil spill recovery guidelines are followed. The establishment of these resources has been carried out in close co-operation with the Norwegian authorities, and they are based on requirements given by the Norwegian Climate and Pollution Agency (Klif).

C.18 In an emergency, NOFO will supply the equipment and install it onboard the assigned vessels. NOFO will also provide the key operating personnel, while the operator himself will have the operational responsibility for the system.

C.19 NOFO has established a stock of counter polluting equipment at supply bases in Stavanger, Mongstad outside of Bergen, Kristiansund, Sandnessjøen and Hammerfest. In addition to this is some equipment is deployed on vessels which always are offshore to minimise the response time.

C.20 Commercial Arrangements – The United Kingdom Organisation

The offshore operators in the UK have elected to use contracted resources for the provision of a Tier 3 response. These are detailed in the OPRC oil pollution emergency plan of each offshore operator.

The call out of the Tier 3 resources is a contractual matter between the resource provider and the offshore operators.

These resources supplement the in field Tier 2 and Tier 3 resources of the offshore operators.

RESPONSE BY OFFSHORE OPERATORS TO OIL SPILLS FROM OFFSHORE INSTALLATIONS

D.1 UK Sector

The National Contingency Plan for Marine Pollution from Shipping and Offshore Installations outlines the requirements. Supporting guidelines include the DECC publication “Guidance Notes to Operators of UK Offshore Oil and Gas Installations (including pipelines) on Oil Pollution Emergency Plan Requirements – October 2008” and The Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998 - OPRC”.

D.2 Norwegian Sector

The Pollution Control Act chapter 6 and the **regulations relating to health, environment and safety in the petroleum activities** outline the requirements.

CONTROL OF AIRSPACE

General provisions

- E.1 It will be necessary to advise aircraft not taking part in an operation to keep clear of the incident area in order to avoid interference with aircraft which are engaged in response operations. Outside territorial waters, a Temporary Danger Area (TDA) may be established by AVINOR in Norway and the Air Traffic Control Centre in the UK.
- E.2 The establishment of a TDA does not mean that aircraft are obliged not to enter it. The air traffic service unit responsible for the airspace in question may, however, assist in diverting traffic by informing aircraft in flight.
- E.3 The establishment of a TDA is notified to users by NOTAM Class I within 24 hours and repeated by NOTAM Class H distributed once weekly in the UK and in Norway. Users are notified of cancellation by NOTAM Class I.

Application to the NORBRIT Plan

- E.4 The decision to request establishment of a TDA is the responsibility of the ACA who determines the boundaries of the area to be established. If this area is divided by boundary of the FIR, it is the responsibility of each national authority to submit a request in respect of the relevant part to the air navigation services in accordance with the appropriate procedures for each country.

Procedures

E.5 Norwegian procedures

The ACA and ALA may ask for the establishment of a temporary danger area by telephone to Stavanger Area Control Centre at Stavanger/Sola aerodrome, 51 65 81 48.

E.6 United Kingdom procedures

The ACA or ALA may ask for the establishment of a temporary danger area by telephone to the National Air Traffic Service (NATS) at Swanwick, Hampshire, 00 44 1489 612406.

DEFINITIONS AND ABBREVIATIONS

Action Co-ordinating Authority (ACA)	The authority designated by the government of the lead country to co-ordinate the joint counter pollution operations
Action Liaison Authority (ALA)	The authority designated by the government of the supporting country to maintain contact with the ACA, to control its own resources and if necessary to provide a link between the ACA and the responsible operator.
Bonn Agreement 1969	The Agreement for Co-operation in dealing with Pollution of the North Sea by Oil.
CPSO	Counter Pollution and Salvage Officer of the MCA
CPR	Counter Pollution & Response Branch of the Maritime and Coastguard Agency
DECC	The Department of Energy and Climate Change
Klif	Norwegian Climate and Pollution Agency (formerly SFT)
Lead Country	Generally the country on whose side of the median line the incident occurs or the main action is taking place. (See Annex III of the Plan). The roles of the two countries may however be reversed by agreement.
Marine Pollution	Pollution by oil or other hazardous substances
Median line	The line dividing the continental shelf for the purposes of exploration and exploitation of the sea bed and its resources.
MCA	The Maritime and Coastguard Agency
MRC	Marine Response Centre
MRCC	Maritime Rescue Co-ordination Centre
NATS	National Air Traffic Control Service
NCP	National Contingency Plan for Marine Pollution from Shipping and Offshore Installations

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NETCEN	National Environmental Technology Centre (UK)
NOFO	Norwegian Clean Seas Association for Operating Companies
NCA	Norwegian Coastal Administration
OCU	Operations Control Unit
Parent Government	The government by which an operator is licensed and controlled
POLREP	Pollution Report (Bonn Agreement POLREP)
RCC	Rescue Coordination Centre (see also MRCC above)
SOSREP	Secretary of State's Representative for Maritime Salvage & Intervention
TDA	Temporary Danger Area