

MRCC/MRSC cannot put these calls through to the physician directly via the telephone network.

### 3.4.6 Suspension and termination of operations

The Search and Rescue Mission Coordinator (SMC) may temporarily suspend the search or rescue operation if appropriate SAR actions are prevented by the prevailing conditions. The suspension must be negotiated with the Search and Rescue Co-Ordinator (SC) or their deputy. The reasons for the suspension must be entered in full in the Maritime SAR Information System. Actions must be resumed once the obstacle no longer exists. In individual cases the SC or their deputy may exercise their right to decide upon the matter.

The SMC makes the decision to terminate SAR activity when it has been established on the basis of inquiries made and search measures performed that there is no need for further measures or once all those in danger have been located and rescued. The SMC may also decide to terminate a search when it has become apparent that there is no longer justified hope of finding any more survivors. In such cases, before a decision is made to terminate SAR activity, the MRCC/MRSC must notify the Police coordination centre or department determined on the basis of the Police area responsibility principle of the planned termination so that it can make preparations for a possible search for missing persons and to agree upon any transfer of coordination responsibility.

The SMC must ensure that the decision to suspend or terminate SAR operations must be communicated immediately to all units, coordination and management levels and key stakeholders by sending the international expression for distress traffic cessation in accordance with the International Telecommunication Union (ITU) Radio Regulations and in any other appropriate manner.

### 3.5 Fees and compensations

The state will pay persons who upon an order by the Search and Rescue Mission Coordinator (SMC) has assisted in a maritime SAR task a reasonable fee and compensate for the costs incurred. The state will also pay compensation for tools, clothing and equipment that have been damaged or lost in such a duty. The state will pay full compensation for property that has been taken into use upon the SMC's order and for property that has been damaged, lost or destroyed. The MRCC/MRSC informs the persons ordered for the task about the method to be used to apply for compensation.

The state will pay fees and compensation for costs incurred to volunteer associations or other organisations under the same principles as to private persons or as agreed with the organisation in question. The payment of a fee and compensation for costs is subject to the condition that the Border Guard has expressly assigned the task in question to the volunteer association or other organisation.

Applications for a fee or compensation must be submitted to the Border Guard using the designated form within three months of the date on which grounds for the payment of a fee or compensation occurred. The form must be submitted to the Border Guard in compliance with the up-to-date invoicing instructions.

Compensation for accidents during a maritime SAR task is paid in accordance with the principles applied to accidents at work where the person injured is not entitled to at least the same amount of compensation under another act of law.

If the employer of the injured person has paid the person pay or advance or other payments regarding the accident that is subject to compensation under the Maritime Search and Rescue Act, the provisions of the Employment Accidents Insurance Act (608/48) on the employer's rights apply to the employer's rights.

The first instance for the processing of cases regarding payment of compensation for an accident by the state is the State Treasury.

### **3.6 Statistics and investigations**

Material accrued during emergency phases and resulting measures must be retained at the MRCC/MRSCs for statistics and investigations as stipulated under the Border Guard's internal instructions. The purpose of statistics and investigations is to promote increased safety at sea and accident prevention and provide the foundation for maritime SAR development. The provisions of the Personal Data Act (523/1999) apply to the processing of personal data in the Maritime SAR Register.

Accidents in waterborne traffic are investigated as provided for in the Accident Investigation Act (373/1985). Maritime SAR services provide support to the Accident Investigation Board in the investigation of accidents as laid down in the Act and notifies the Board of every commercial shipping accident and emergency phase concerning a major accident within Finland's Search and Rescue Regions (SRR) as well as every accident involving a Finnish vessel outside Finland's SRR.

The Police are responsible for criminal investigations into accidents. The Border Guard supports the investigations to the extent necessary.

### **3.7 Saving of property**

Maritime SAR actions focus on the search for and rescue of persons in danger at sea. Although the saving of property is not included in maritime SAR duties, SRUs may case-specifically also employ the saving of property as a means of safeguarding life, provided that in such a case the saving of property is the most feasible method of saving the person in danger.

The saving of property is primarily carried out by commercial rescue operators on the basis of a rescue agreement concluded with the master of the vessel, shipowner or insurance company. If a maritime SAR emergency phase or assistance task involves rescue or assistance regarding not only persons but also property, this only takes place until the nearest safe haven. From there onwards the owner of the vessel is responsible for any measures regarding the vessel and costs arising thereof.

To prevent considerable further loss or damage, maritime SAR units can be used in a limited manner to save property, including when there are no persons on board the vessel.

The responsibility of the master of the vessel is emphasised in the restriction of loss or damage resulting from accidents. The master is always responsible for their vessel's safety and responsible for coordinating rescue action on board their vessel in all circumstances.

### **3.8 Release of public information**

Release of information to the public is part of SAR operations and successful information provision can play a major role in the processing of the case. Release of information must not, however, violate the protection of privacy, so the rights of relatives and injured parties must be taken into consideration with great emphasis.

The provision of information about maritime SAR incidents depends on the level of seriousness and general interest of the incident. The release of information is initiated by the leading MRCC/MRSC. From then on the responsible Search and Rescue Coordinator (SC) or a person authorised by them is responsible for the provision of information about the case. The maritime SAR services are also responsible for general information provision about multimodal accidents as long as the case is about saving human lives. When the overall coordination responsibility is transferred to another authority, the re-

sponsibility for information provision is also transferred unless otherwise agreed case-specifically. Alongside general information provision, each participant only releases information about its own actions as mutually agreed.

A more detailed description of the release of public information by maritime SAR authorities regarding maritime SAR incidents can be found in [Annex 11](#).