 European Commission Community Civil Protection Mechanism Registration of Module		
General Information	1.1 Country/countries	FINLAND
	1.2 Code/Module type/number	Finn Rescue Arctic Ground Forest Firefighting using Vehicles /FI GFFF-V
	1.3 Ready for departure (in hours)	12
	1.4 Available time period	14
	1.5 General information on Capacity / standards and guidelines / Main components	<p>Firefighting capacity:</p> <ul style="list-style-type: none"> - 20 firefighters at any time - fire trucks: <ul style="list-style-type: none"> o 4 trucks with 3 m3 water tank (integrated pumps) o 1 truck with 15 m3 water tank o 1 multi-lift truck with hose container (110mm x 1 km hoses) - Others: <ul style="list-style-type: none"> o 1 command unit o 2 personnel transport cars o few smaller water pumps - water boat unit for forest fires in the islands <p>Ability to operate in areas which are not easy accessible: YES</p> <p>Hoses/couplings are compatible with the following standards: Storz(e.g. Storz)</p>

	1.6 Contact details	<p>1. Operational contact: Point of contact 24/7 Emergency Services Academy Finland ESA Duty Officer Mobile: +358 50 368 0922</p> <p>2. General contact: Point of contact 24/7 Government Situation Centre Duty Officer Tel. +358 9 160 66400 Mobile: +358 40 770 4144 Email: vntike@vnk.fi</p> <p>3. Administrative contact point: Jani Kareinen (South Karelia Rescue Department, EKPL) Mobile: +358 44 636 1484 Email: jani.kareinen@ekpelastuslaitos.fi</p> <p>Jukka Räsänen (ESAF) Mobile: +358 50 448 7955 Email: jukka.rasanen@pelastusopisto.fi</p>
	1.7 Military personnel or equipment	No
Operational information	2.1 Deployment radius (in-outside EU)	In and outside EU + Norway and Russia
	2.2 Number of personnel	45
	2.3 Number of vehicles	9
	2.4 Weight of the equipment (kg)	Pre-adapted for different transports
	2.5 Volume of the equipment (m ³)	Pre-adapted for different transports
	2.6 Operational readiness on site (in hours from arrival)	2 hours
	2.7 Indicative location of departure	Lappeenranta, Finland
	2.8 Transportation possibilities (land/air/maritime)	Land and maritime

	2.9 Participation in exercises (national and international)	<p>Exercise:</p> <ul style="list-style-type: none"> Annual border cooperation exercises with Russia (Since 1991 and will continue) including Saimaa channel area: <p>Tasks: Forest firefighting (assist forest firefighting by delivering water, traffic accidents, border activity training, in a real situation, the crossing the border would be rapid)</p> <ul style="list-style-type: none"> Barents Rescue exercises (training/observer in the Barents Rescue exercises): - Kiruna, Sweden, 2019 - Petrozavodsk, Russia, 2017 National preparedness exercise in Kuopio 2018
	2.10 Participation in emergency response operations	<ul style="list-style-type: none"> Emergency: Forest Fires in Sweden (2018) - Firefighting with GFF and GFFF-V Emergency: traffic accidents in Russia (Saimaa channel area) 2020 (annual events) Emergency: Forest fire in Kalajoki, Finland 2021
	<p>2.11 Additional information (tasks where the FI GFFF-V unit can be used)</p> <p>FI GFFF-V is multipurpose module and can be used for extinguishing fires large scale industrial plants and harbours.</p> <p>Additionally, module can be used in clearing storm (foresterial) damages in forests and urban areas.</p>	<p>Multipurpose module specialized for arctic region:</p> <p>GFFF-V module task:</p> <ul style="list-style-type: none"> To assist firefighting by delivering water Support for cooling water at a nuclear power plant Support Rescue services in flooding situations (pumping and hose lines). Support for rescue activities for forests after storms.
Logistic	3.1 Self sufficiency	7 days
	3.2 Maintenance by requesting country	Food, water, fuel and needs for personal hygiene, waste disposal
	3.3 Average fuel consumption (per day)	diesel max 2000 l/day and petrol max 300 l/day
	3.4 Type of fuel	diesel and petrol
	3.5 Need for in-country transportation	If yes, number and type of vehicles: Not needed

	3.6 Hazardous items	UN 1202 Diesel fuel UN 1203 Petrol fuel UN 1072 Compressed Oxygen (medical) UN 1002 Compressed air UN 3166 Generators, hydraulic units, possibly vehicles UN 1170 Ethanol or ethyl alcohol (hand disinfectant) UN 1950 Aerosols, flammable (spray paint, maintenance chemicals etc.) UN 3480 Lithium Ion Batteries UN 3481 Lithium Ion Batteries in equipment
	3.7 specific logistical needs	Diesel is needed according to fuel consumption details.
	3.8 Additional information	Finn Rescue Arctic Forest Firefighting with vehicles Module, FI GFFF-V is a multipurpose module and can be used for for extinguishing fires large scale industrial plants and harbours. The module can be also used in flooding situations.



STANDARD OPERATING PROCEDURE

FI GFFF-V



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List of Acronyms

AED	Automated External Defibrillator
CC	Cold Conditions
CMC	Crisis Management Centre Finland
DO	Duty Officer
DSA	Daily Subsistence Allowance
ERCC	Emergency Response and Coordination Centre
ESAF	Emergency Services Academy Finland (PeO = Pelastusopisto)
EU	European Union
EUCPM	European Union Civil Protection Mechanism
EUCPT	European Union Civil Protection Team
FI	Finland
GFFF-V	Ground Forest Firefighting with vehicles
HNS	Host Nation Support
HQ	Headquarters
HR	Human Resources
IM	Information management
LEMA	Local Emergency Management Agency
Moi	Ministry of the Interior of Finland
OSOCC	On-Site Operations Coordination Centre
PeO	Pelastusopisto
PMR	Personal Mobile Radio
RDC	Reception and Departure Centre
SKRD	South Karelia Rescue Department
SOP	Standard Operating Procedures
TACO	TAST Coordinator
TAST	Technical Assistant and Support Team
VHF	Very High Frequency (Radio)



1 INTRODUCTION

This document contains a description of the FI GFFF-V module and the mission principles which are based on the standard operating procedures of an international disaster.

The Finn Rescue Arctic Ground Forest Firefighting with vehicles Module, FI GFFF-V can be used for extinguishing fires large scale industrial plants and harbors. Additionally, module can be used in clearing storm (foresterial) damages in forests and urban areas.

To be prepared for future challenges, there is a need to reinforce the Ground Forest Firefighting capacity for all of Finland and the broader Barents and Baltic area. Naturally, the GFFF-V would also be available for other parts of Europe.

The Ministry of Interior's Department of Rescue Service's Director General has the overall responsibility to make the deployment decision of the FI GFFF-V.

1.1 Document basics

The document on hand covers standard operating procedures for the module FI GFFF-V.

1.2 Aim of this document

This document comprises the structure and procedures for the module on hand, it describes the international requirements and procedures and outlines the unit organization dealing with these regulations. This document will be used for the training of its members and informing external partners.

The guidelines and procedures laid down in this document are recommendations which can be amended according to existing situations and its assessment by officers and leading members of the unit.

1.3 Responsible for the document

This document is maintained and updated by Jani Kareinen, Chief of Fire and Rescue Services, South Karelia Fire and Rescue Department.



2 OBJECTIVE OF THE MODULE

Description of the purpose, aims and objectives of the FI GFFF-V.

In addition to the main task FI GFFF-V module can be used for extinguishing fires large scale industrial plants and harbors. Additionally, module can be used in clearing storm (foresterial) damages in forests and urban areas.

To be fully prepared for future challenges, there is a need to reinforce the Ground Forest Fire Fighting capacity for all of Finland and the broader Arctic and Baltic sea area (Northern Europe). Naturally, the GFFF-V would also be available for other parts of Europe.

GFFF-V is a multipurpose use module specialized for arctic region:

GFFF-V module task:

- To contribute to the extinguishing of large forest and vegetal fires using vehicles.
- To obtain sufficient human resources and vehicles for continuous operations with a minimum of 20 firefighters at any time.
- To assist firefighting by delivering water
- Support for cooling water at a nuclear power plant
- Support rescue services in flooding situations (pumping and hose lines)
- Support for rescue activities for forests after storms.

Description of the purpose and objectives of FI TAST in GFFF-V module.

The primary task of the TAST is to accompany Union Civil Protection experts or teams and to ensure their ability to work by providing support in different areas according to the circumstances and needs of a mission: administrative and ICT support, subsistence/logistics support etc. Within the GFFF-V module, elements of the TAST team are used for support management and logistics during operations. These will include:

- Support for set-up and running of the command post
- ICT-support
- Logistics and subsistence support

All fact sheets are attached as files.



2.1 Cooperation

The FI GFFF-V module can cooperate with other GFFF-V modules and is trained for working under international coordination structures.

2.2 Structure of the module

The module is registered under the name FI GFFF-V including two GFFF-V basic units and one heavy GFFF-V unit which forest firefighting forwarder. FI GFFF-V also have management unit and head of mission function. In addition, there is technical support unit which is responsible of the logistics, accommodation, and WASH.

The national GFFF-V module have total 45 persons and to be able to work in international missions more staff is needed. The configuration for ECPP module would be 55 persons.

Currently the FI GFFF-V includes the following rescue resources:

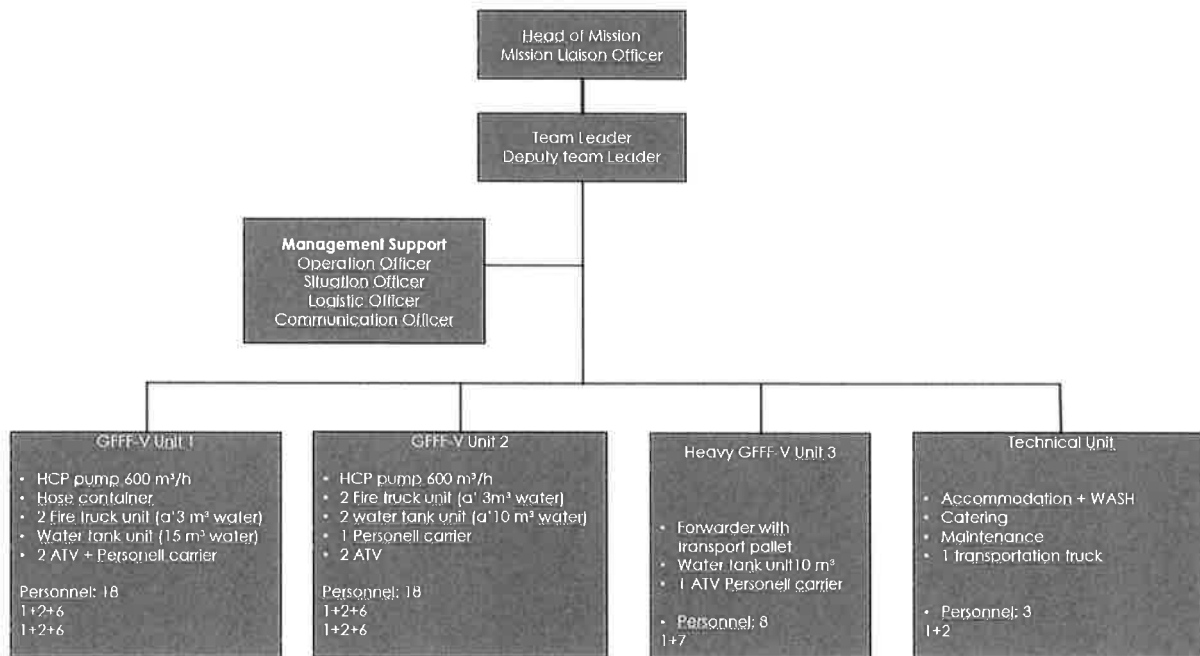
- 20 firefighters at any time
- fire trucks:
 - o 4 trucks with 3 m³ water tank (integrated pumps)
 - o 1 truck with 15 m³ water tank
 - o 1 multi-lift truck with hose container (110mm x 1 km hoses)
- Others:
 - o 1 command unit
 - o 2 personnel transport cars
 - o few smaller portable water pumps
 - o water boat unit for forest fires in the islands

To reach a state of readiness and availability that makes FI-GFFF-V deployable as part of the ECPP more firefighting equipment is needed. Below is a list of the equipment to be purchased:

Item	Pieces
Firefighting equipment for forwarders with trailer	1
High capacity pump with hoses	1
Forest firefighting container with equipment	2
ATV with extinguish system	8
RPAS capability	1
Personal protective equipment	200

Item (need to be added from rescue departments)	Pieces
Fire truck with 10 m ³ water tank	3

FI GFFF-V Module structure



2.3 Home base and deployment radius

Home base of the GFFF-V Module is South Karelia Rescue Department, Finland.
 Armilankatu 35
 53100
 Lappeenranta, Finland.

Participating Rescue Departments

Deployment radius 2000 km.





3 PERSONAL STRUCTURE AND TASKS

3.1 List of required qualifications/certifications Module personnel

All drivers of the vehicle have an EU license. Composition of module personnel is mix of professional and voluntary persons. All professional personnel are multi-skilled rescuers (firefighting, traffic accidents, water rescue etc.). Professional personnel of the module also have paramedical licenses. All user of forest firefighting forwarder has professional background and licenses for using such a machine.

3.2 Command structure and command personnel

The FI GFFF-V module Head of Missions and Team Leaders are pre-appointed persons, and officers forming an executive staff will support them. A full command structure is formed by;

- Head of Mission, HoM (acting as a Public Relation Officer PRO)
- Mission Liaison Officer, MLO
- Team Leader, TL (also Operation Officer OpsO)
- Deputy Team Leader, DTL
- Operation Officer,
- Situation Awareness Officer,
- Logistics Officer, LogsO
- Communications Officer, ComO

Head of Mission

General leadership of the module formally represents Finland. HoM is a link to the coordination mechanism of the emergence (inside and outside of the country) together with Mission Liaison Officer (MLO). HoM is also the spokesperson of the module and takes care of public relations.

Mission Liaison Officer

The Mission Liaison Officer shall be responsible for support to HoM within the scope of cooperation between the module and the local crisis and operational management structures and the relevant coordination of the international mission structures (based on the EU and UN).

Team Leader and Deputy Team Leader

The Team Leader and Deputy Team Leader shall be responsible for coordination and organization of the mission and have direct supervision over the work substance of the module.

Operation Officer



The Operation Officer shall be responsible for the module's operational activities. He/she is also responsible for the operational planning.

Situational Awareness Officer (Safety Officer)

The Situational Awareness Officer shall be responsible for the updated situational awareness and analysis of the status of the emergency. He/she is also responsible for the safety and security of the module. This means that the Safety Officer shall be responsible for the general safety of the rescuers during a mission, including the development of a safety plan, etc. A situation in which the SO assumes another role in the module, e.g. an equipment operator or member of any of the teams is admissible. This is a non-permanent function, covering other tasks of a module member.

Logistic Officer

The Logistic Officer shall be responsible for logistics. LogO is responsible for the organization of the Base of Operations (BoO) and its proper functioning, provision of access to fuels and propellants, provision of access to electricity, and functioning of sanitary facilities.

Communication Officer

The Communication Officer shall be responsible for communication and ICT-arrangements.

Medics

Every unit has a paramedic function, which is a combined function. Paramedics shall be responsible for medical safety/protection of the health of the module members. They are pre-appointed persons.

Module member

All module members are fully trained for their specific function and they can also support other module members in their functions. In case of deployment outside the country, module members will be contracted with the government.



4 EQUIPMENTS OF THE MODULE

4.1 Standard vehicle list

In standard configuration, at the moment the FI GFFF-V module is formed as follows (depending on the task, we can move around with a different configuration):

- Command Car
 - Minivan or similar
- Fire brigade pumper/ water tender x 4
 - Scania P11 or similar, 18 000 kg max weight
 - 3 000 liters water
 - integrated pump
 - standard firefighting equipment
- Fire brigade pumper/ water tender
 - Scania P11 or similar, 32 000 max weight
 - 15 000 l water
 - integrated pump
 - standard firefighting equipment
- Personnel transport car x 2
 - Minivan or similar, 3200 kg max weight
 - standard personnel transport car
 - transport up to 9 persons
- Multi-lift truck with crane
 - Scania P410 LB 6x2, 26000 kg max weight or similar
 - hydraulic tail lift
 - deck crane hiab or similar
 - for the transport of containers
- Technical car for maintenance
 - Commercial vehicle or similar, 3500 kg max weight
 - Technical unit / service car

4.2 Standard equipment list

The standard operational equipment of the GFFF-V module is:

- 4 Fire truck with tank 3000 liters and standard firefighting equipment's
- 1 Fire truck with tank 15 000 liters and standard firefighting equipment's
- Multi-lift truck with crane, 110 mm hoses for 1 km
- water boat unit for forest fires in the islands
- Basic hand tools for forest firefighting
- Basic command unit and tools for leading operations



5 COMMUNICATION

The FI GFFF-V is independent in communications. Communication equipment are basic and meant to be used in national emergencies.

For international missions under the ECPP communication equipment will be reinforced by ICT kit which come from FI-TAST.

The module's communication system for international missions:

- Digital Radios telephony (TETRA BOS)
- PMR- Radios
- VHF- Radios
- Telephones
- Personal mobile phone
- Satellite phone 4kpl + 2 BGAN
- Internet and E-Mail

A tailored communication plan will be accomplished for every mission. In addition, a separate contact form will be distributed to the operators.



6 SAFETY AND SECURITY

A Team Leader will ensure that the Safety and Security (S&S) plan for the module has been accomplished. The Situational Awareness Officer (SAO) will do the actual work for S&S. SAO is responsible for its dissemination to every member of the FI GFFF-V.

The FI GFFF-V complies with the Finnish occupational safety regulations and other laws and regulations.

The module follows the general requirements for European civil protection GFFF-V module (Decision No. 1313/2013/EU, implementing Decision no. 2014/762/EU) and standards of the INSARAG (regarding management and logistic arrangements). Safety and Security should be an agenda point in every module briefing/meeting.

Emergency Medical Evacuation Plan

The insurance of the FI GFFF-V module is provided by the State Treasury.

Before the team departs from homebase, the FI GFFF-V module Team Leader receives travel insurance cards with the insurance users' guidelines. The insurance covers: inevitable and reasonable medical expenses in case of an accident or acute illness, extra costs for repatriation of the insured if ordered by a physician and negotiated with the State Treasury. The geographical extent of the travel insurance for Finn Rescue Team (FI GFFF-V module) members is worldwide, including Europe.

In case of an injury or sickness of team members, his/her unit leader reports it to the TL/DTL. The TL/DTL, together with the lead paramedic make a medical decision on the treatment for the person including the consideration for emergency transfer of the person. The TL communicates the case with the HoM and the HoM reports the module's decision to the ESAF Duty Officer. All repatriation for psychological reasons must also be considered, as medical evacuations are therefore subject to this procedure.

The HoM will also contact LEMA and inquire about possibilities for local treatment. Information about the acute illness or injury to a team member is transmitted via Falck Global Assistance +358 9 374 774 30, +358 295 50 3777 round the clock. The State Treasury inform its cooperation partner, Falck Global Assistance, which in turn defines the need for transport in consultation with its own doctors, the HoM, and the lead paramedic treating the patient, and if possible, the patient himself. According to the distance and the means on site, an analysis conducted as to how to evacuate the victim in the most efficient way.

The responsible person for implementing procedures regarding the medical evacuation policy during deployment is the FI-GFFF-V module's HoM.



7 CODE OF CONDUCT

The Code of Conduct was drafted by the Commission and should be used for all modules exactly as attached below.

7.1 Introduction

The code of conduct applies to all members of the FI GFFF-V module. This code presents guidelines for staff conduct, which are intended to be consistent with the specific national standards of conduct. Ethical conduct is not a passive process, but requires you to make conscious choices and decisions, and to exercise good judgment.

As a member of the FI GFFF-V module, you are expected to observe the highest standards of ethical conduct, consistent with the values of humanity, neutrality, impartiality, integrity and discretion. You should strive to avoid even the appearance of impropriety in your conduct.

7.2 Basic Standards of the Code

Humanity

Humankind shall be treated humanely in all circumstances by saving lives and alleviating suffering, while ensuring respect for the individual.

Impartiality

You are expected to act with impartiality. Assistance is to be provided regardless of the race, creed or nationality of the recipients and without adverse distinction of any kind.

You should take care that your expression of personal views and convictions does not compromise or appear to compromise the performance of your official duties. Your official conduct must at all times be characterized by objectivity and professionalism. You should not allow personal relationships or considerations, including bias or favouritism, to influence the performance of your official duties.

Neutrality

You should not take sides in hostilities or engage at any time in controversies of a political, racial, religious or ideological nature.

Integrity

You are expected to act with integrity in all your activities, avoiding any behaviour that would reflect adversely on you or on your country or on the EU as whole. Integrity encompasses honesty, probity, and loyalty.

**Discretion**

You should exercise the utmost discretion in your actions and show tact and reserve in your pronouncements in a manner that is consistent with your status as an international relief worker.

Courtesy and respect

You should treat all your partners with courtesy and respect, without harassment, or physical or verbal abuse. You should at all times avoid behaviour at the workplace that, although not rising to the level of harassment or abuse, may nonetheless create an atmosphere of hostility or intimidation.

You should respect religion, culture and custom of other persons. You should respect any national and international law.

Accountability

You should act within the scope of your authority at all times. You remain accountable for tasks you perform or delegate to others.

Use and disclosure of confidential information

You are responsible to protect the security of any confidential/sensitive information provided to you.

Press relations, public statements and publications

You should fully respect relevant national or European Commission's (EC), when deployed under the European Commission's contract, rules for contacts with news and media. When deployed under the EC contract, the EC owns the copyright for all written, photographic and other material you produce as part of your official duties and has the right to publish such work in a manner it deems appropriate.

Conflicts of interest

You should avoid any situation involving a conflict, or the appearance of a conflict, between your personal interests and performance of your official duties.

Acceptance of gifts, decorations and honours during deployment

You should never solicit gifts or favours in connection with your duties. Gifts that are offered should normally be declined. However, you may accept a small gift when it would create an embarrassment to refuse it.

You are not allowed to accept any honours or decorations given to you in connection with your official duties. However, if there is no advance notice of the honour or decoration, and it is impossible to refuse it, then you may accept it and then report it to your respective headquarter.



8 The preparedness of the module and logistic

8.1 Module and personal training

UCPM courses training and international exercises

All Heads of Missions of the module are UCPM -trained, minimum OPM. Team members have experiences of domestic and international missions and exercises conducted in multinational environments. All Head of Missions CVs are attached as files.

The aim is also to have EU-trainings for Team Leaders and Deputy Team Leaders (Module Basic Course, MODEX TTX, CMI and OPM). Some of the TLs/DTLs already have such a trainings.

All members of FI GFFF-V are obliged to attend the national Basic Training Course on international civil protection (or obtain similar knowledge) in order to become a member of the module.

Exercise: Annual border cooperation exercises with Russia

From: Since 1991

Tasks:

- Firefighting of forest fires
- To assist firefighting by delivering water
- Traffic accidents
- Firefighting
- Border activity training, in a real situation, the crossing the border would be rapid

Exercise: Barents Rescue exercises

Barents Rescue exercises (training/observer in the Barents Rescue exercises):

- Kiruna, Sweden, 2019
- Petrozavodsk, Russia 2017

Tasks:

- Training cooperation with neighbouring countries in the Barents region
- Different types of accident training
- Leadership in international tasks

National preparedness exercise in Kuopio 2018

Tasks:

- Training cooperation in international disaster environment
- Different types of accident training

Finn Rescue Arctic Ground Forest Firefighting with vehicles Module, Finland



- Leadership in international tasks

8.2 Maintenance of equipment

The FI GFFF-V provides the team members with the required personal equipment for different climates. All the equipment, including the personal clothing and protective equipment, etc. is in stock in Lappeenranta, Finland. Logistics and ICT support equipment are in a warehouse at the Emergency Services Academy Finland (ESAF), Kuopio Finland. Underwear and personal items such as medicine and hygiene items are the responsibility of the team member.

8.3 Admirative issues

Administrative issues can be divided into two separate sections: issues on team member's responsibility and items on ESAF responsibility.

Team member responsibility:

- Valid passport with no less than six months until due date of expiration (after assumed return date of mission) Three passport photocopies
- Scanned copies of passport, vaccination certificate, prescriptions, driving licence etc. important documents
- International driving licence
- International certification of vaccinations
- Ensuring he/she is fit to work in a possibly stressful and demanding mission

ESAF responsibility:

- Pre-deployment health check (by contracted service provided Terveystalo Ltd.). Module member will arrange the time.
- Post-deployment health check (by contracted service provided Terveystalo Ltd.). Module member will arrange the time.
- Insurance coverage
- Contract (if not provided by third party, such as municipality)
- Costs of vaccinations for Yellow fever and Hepatitis A & B (and other vaccinations depending on the location of deployment)
- Vaccinations for diphtheria, tetanus, polio, measles, mumps and rubella are provided free of charge by national vaccination programme.
- Logistical issues, such as visas, cargo manifests, tickets etc.



8.4 Transport and border crossing planning

Equipment of the FI GFFF-V:

Primarily, the team module via roads, due to the number of vehicles. Deployment to Finland's neighboring countries (Sweden, Russia, Estonia and Norway) and Northern-Europe is possible by road, sea or railway transportation depending on scheduling demands and the exact location where the module is needed. Inside of the EU is possible by road, outside of the EU is possible by air and sea transport only.

By the road the team can move anywhere within Nordic countries. Border crossing to Sweden via Tornio – Haaparanta, crossing the border to Norway via Kilpisjärvi and crossing the border to Russia via Nuijamaa.

The following harbours are used for deployments: Port of Kotka, Port of Helsinki, Port of Turku and Port of Vaasa.

Special contracts with ferry companies is not needed.

The FI GFFF-V practices regular border crossing training which would ensure that during real life scenarios crossing the border would be quick.

8.5 Equipment

Equipment manifest not needed for domestic missions. To be created during the certification phase.

8.6 Financial elements

Estimated deployment costs are highly dependent on various factors (e.g duration and location of deployment, number of personnel and amount/type of equipment required). Therefore, it is impossible to estimate the costs in advance.

The Ministry of the Interior makes the decision for deployment. All costs related to the deployment are covered by a separate budget reserved for international deployments of civil protection modules and experts. If the FI GFFF-V is deployed, the Mol will ensure the funding of the mission.

8.7 Usage of local services in the mission area

The FI GFFF-V module is essentially built to be self-sufficient, but as the task prolongs local assistance is needed in the following areas:

- Diesel is needed according to fuel consumption details.
- Other consumables are also indicated in the Fact sheet.



8.8 Personal preparation of staff members

Staff members of the FI GFFF-V module are responsible to ensure that personal travel documents are valid whenever needed. In case of a mission, they carry:

- Passport (or ID-card for missions within EU) valid at least 6 more months
- International vaccination card
- Driving licence
- Finnish Rescue Authority Card (identity card)
- Personal hygiene supplies and medicines

Before leaving, the members of the module will be briefed by ESAF and South Karelia Rescue Department of the purpose of the mission, expected duration and destination.

8.8.1 Travel documents

Staff members of the FI GFFF-V module are responsible to ensure that travel documents are valid whenever needed. In case of a mission, they carry (see Checklist personal items):

- Passport (or ID-card for missions within EU) valid at least 6 more months
- International vaccination card
- Driving licence
- Finnish Rescue Authority Card (identity card)
- Vehicles are covered by valid insurance
- In vehicles, registration documents
- The vehicles are accompanied by a green card. (The Green Card is an international certificate of valid motor liability insurance. The insurance company that has granted the motor liability insurance issues the Green Card.)

8.8.2 Personal equipment

The FI GFFF-V provides the module members with the required personal equipment for different climates. All the equipment, including the personal clothing and protective equipment, etc. is in stock in Lappeenranta, Finland. The TAST equipment is in storage in Kuopio. Underwear and personal items such as medicine and hygiene items are the responsibility of the team member.

8.8.3 Staff members health

All module members will attend a medical check-up in a Mehiläinen medical centre agreed with ESAF prior the deployment. Upon return, arrangements for medical checks and debriefing must be made.



After arrival back home, each FI GFFF-V member must attend a medical examination. Medical and psychosocial care provided by Mehiläinen is available free of charge, if needed. All team members are required to make reservations for the examination individually. ESAF provides practical instructions on how and where to make the appointment.

8.8.4 Employment

Finnish government is responsible for the salaries of personnel of the module.



9 Mission procedures

9.1 Alerting

In all cases, mobilisation will be decided and confirmed by the Ministry of the Interior (Director General of the Rescue Services). Upon receipt of a deployment request via the CECIS, the Emergency Service Academy Finland Duty Officer (ESAF DO) will immediately establish an operational management (OM) team and alert logistics. The ESAF DO will send a pre-alert SMS message to the management of the FI GFFF-V module and the OM team and logistics will start to evaluate transport options and other relevant factors for deployment together with FI GFFF-V management.

9.2 Pre-deployment phase

The pre-alert message to the module can be sent prior to the official request made by ERCC. The responsible ESAF DO will send out a pre-alert to all trained staff to check availability in case the module will be deployed and to ensure efficiency during the deployment process. In all cases, the mobilisation will be decided and confirmed by the Ministry of the Interior (Director General of the Rescue Services).

After mobilization the FI GFFF-V members will arrive to the deployment location in Lappeenranta (GFFF-V warehouse), where the module will receive their personal equipment. At the warehouse, a medical examination and mission specific pre-deployment training (PDT) will be given to the personnel. Preparation procedures are covering the following areas in accordance with the basic situation as well as the disaster situation (i.e. Mission area, disaster briefing, approximate duration, structure and dimension of the team, etc.):

- Self-sufficiency required (accommodation, provisions, fuel, etc.)
- Cash/Credit Card
- Preparation of special equipment and vehicles
- Loading the vehicles
- Necessary special working clothing
- Maps and information about the mission country, region as well as the countries to be passed according planned travel route
- Custom and visa requirements
- Road charge and other tolls on travel routes
- Climate and possible medical risks in the mission area
- Safety and security situation in the mission area
- Inspection of the members passports and their expiry status
- Inspection of the necessary vaccination status of team members
- Contact information
- Information gathering as well as information possibly via:

- EFFIS www.effis.eu



- ERCC portal
- ECHO: http://ec.europa.eu/echo/index_en.htm
- Virtual OSOCC und GDACS: <http://www.gdacs.org/default.aspx>
- Media
- Completion of necessary forms
- Every other area which is deemed necessary

The basic forms to be prepared are:

- Standard sample border crossing form for customs and border control measures
- Plan of action (PoA)
- Communication plan (CP)
- Safety and security plan (S&SP)

To prepare and inform the module, a pre-mission briefing is held by the Head of Mission and Team Leader or their deputies after the entire staff has gathered at the staging area. Points to be covered during the briefing are:

- Structure, staff plan, executive staff, command structure
- Situation and requirements in the disaster area
- Possible dangers in the mission area
- Planned travel route, procedures, dangers
- Preparation procedures not yet completed
- Estimated time of departure

Upon the completion of the briefing, all mission attendees confirm that they are participating in the mission voluntarily and sign the contract with the ESAF.

9.3 Deployment phase - description of key module members specific roles

HoM:

Establish contact with ERCC and EUCPT team leader as soon as possible to share information about FI GFFF-V key procedures and composition. Create a list of modules HNS needs. HoM updates also relevant information to Virtual OSOCC.

ICT (ComO):

Gather information about possible restrictions using ICT equipment (e.g satellite radios, VHF - channels) in the affected country. Gather information about the status of telecommunication infrastructure in the affected country.

Logistics:

Plan the first logistic steps when entering the affected country: BoO, purchasing fuel, waste management, medium term logistic needs in country.



Situational Awareness Officer (Safety & Security Officer):

Gather information about the security situation in the affected country. Finnish Foreign Ministry's website is one useful source: <https://um.fi/matkustustiedotteet-a-o>

Team members are expected to personally prepare themselves for the mission.

9.4 Operational phase

Immediately after arrival, these necessary needs have to be fulfilled

- Contact to the EU coordination set up (EUCPT). If EUCPT is not in the country, contact with LEMA or other international teams on-site.
- Ensure fuel delivery
- Local SIM-cards (especially outside EU)

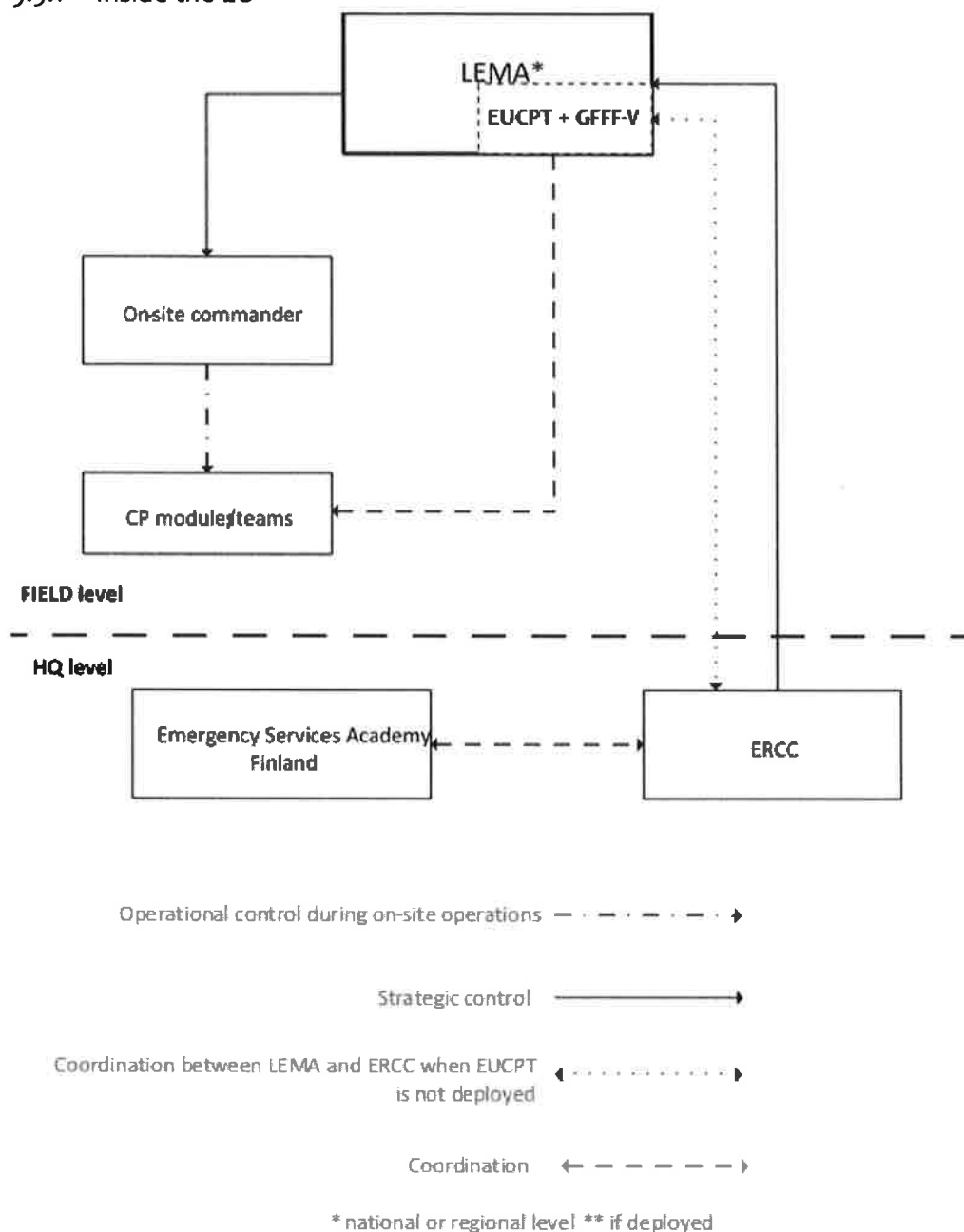
BoO area assessment (if not given by EUCPT)

- Room approx 5 000m², BoO preferably established together with EUCPT and other modules.
- Surface suitable for trucks and tents?
- Security (busy roads, lighting, fences, unstable buildings etc.)?
- Waste management
- If needed, working space can be temporarily offered to EUCPT

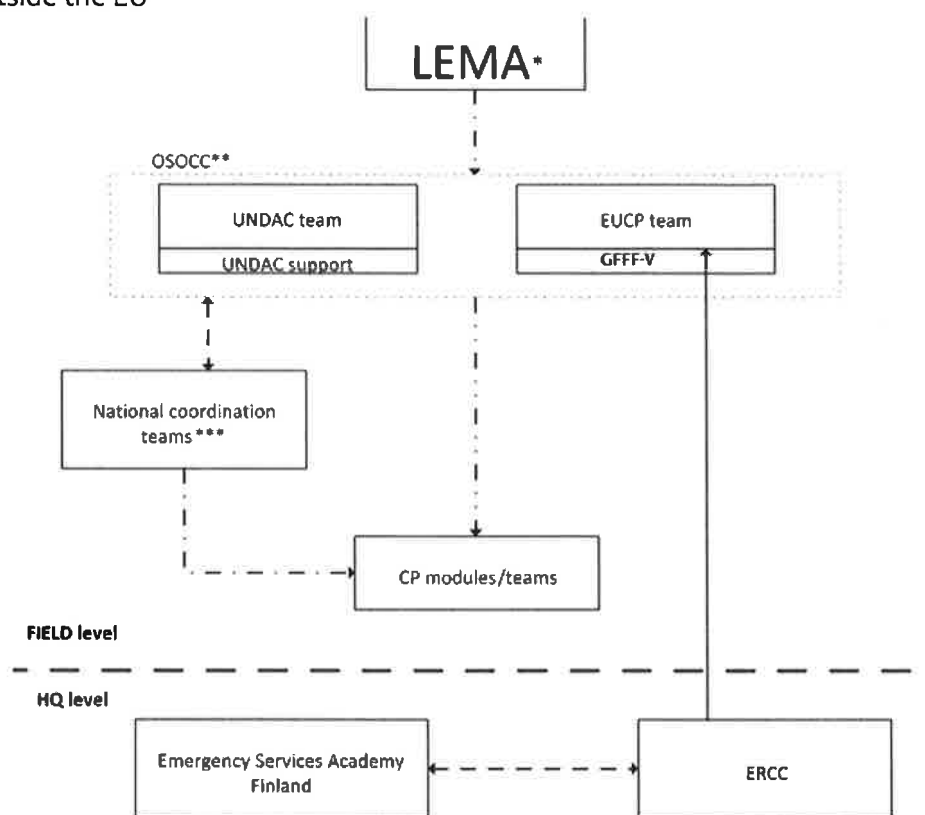
Camp Manager (agreed with EUCPT) will coordinate joint BoO with other actors on ground. FI GFFF-V Module use parts of FI TAST Module. Have a look at the attached SOP of FI TAST.

9.5 On-site command, control and coordination structure

9.5.1 Inside the EU



9.5.2 Outside the EU



9.6 Reporting/information exchange

The FI GFFF-V are expected to report to ESAF, which will communicate relevant information to Mol:

- As soon as possible after arrival to destination.
- Periodically, usually at least once a week, using template provided by ESAF.



- If general location or security situation changes
- After mission

Reporting is responsibility of HoM, although he/she can delegate the responsibility to another person.

9.7 Local staff

The decision of hiring local staff is always for the module's HoM to make. FI GFFF-V is prepared to use petty cash to pay for the salary.

9.8 End of Mission

The demobilisation phase usually begins when it is agreed between LEMA and the international coordination team (EUCPT, UNDAC etc.), that the presence of the FI GFFF-V is no longer needed. Planning for demobilisation should begin in the earliest stages, as soon as possible after arrival to the country (exit strategy).

Issues for FI GFFF-V to consider during the demobilisation phase are (but not limited to):

- Departure route and vehicles.
- Tickets, if needed.
- Donation of equipment. What will be left behind and what will be shipped back?
- Shipping equipment back must be done in close co-operation with the logistics officer at ESAF.
- Inform ESAF about timetables for departure.

9.9 Handover

If the FI GFFF-V is to be replaced by another module, a proper handover procedure is necessary in order to ensure the swift transition of teams and uninterrupted operation. It is not foreseen, that the FI GFFF-V module will hand over its equipment to affected country. However, this can be discussed case-by-case.

9.10 After -deployment



After return, arrangements for medical checks and debriefing must be made. In addition, the module members have to prepare all the necessary steps for reimbursement (accommodation etc.), if any.

Medical Check-up and Debriefing

After arrival back home, each FI GFFF-V member must attend a medical examination. Medical and psychosocial care provided by Mehiläinen is available free of charge, if needed. All module members are required to make reservations for the examination individually. ESAF provides practical instructions on how and where to make the appointment.

It is HoM's responsibility that a final report is created after the mission. The report is created using a template provided by ESAF. Any needs for additional training and improvement of equipment that come up in the final report are assessed through ESAF normal procedures. If deemed necessary, a special debriefing/lessons learned session can also be organized.

When the group and equipment return to Lappeenranta, Finland, all equipment is inspected and maintenance will be performed according to procedures.

Payment and Reimbursement

FI GFFF-V members receive - apart from the salary - a set Daily Subsistence Allowance (DSA) to cover meals, local transport, damage to any personal belongings and other personal expenditures. Travel costs, if not organised by ESAF, will be reimbursed, as well as the actual hotel costs and other expenses such as necessary vaccinations, communication costs and further local transportation. All reimbursements will be made by the sending agency after the mission. Special templates for reimbursements will be distributed by the sending agency, which need to be filled in, signed and send back to ESAF with all receipts attached.

Task	Module	ESAF/SKRD
Medical check-up	Will reserve time for the appointment.	Will instruct where and how to have the medical check-up.
Final report	HoM is responsible for creation	Will provide template and address the needs for improving training and/or equipment
Lessons learned/debriefing session	Can suggest a session to be held	Will organize the session if seen necessary
Team equipment	Usually sent together with the module	SKRD will be in charge of maintenance and storage,



		ESAF regarding the logistics and ICT
Personal equipment	Taken home by team member	Is in charge of maintenance and storage
Payment reimbursements and	Will fill out a form to receive the payments	Will reimburse any costs agreed on in the contract with SKDR and staff

10 ANNEXES

FI GFFF-V fact sheet

The Arctic GFFF-V operation manual (in Finnish, based on agreement of Rescue Departments of Eastern Finland)

CVs



EUROPEAN COMMISSION

Directorate-General for European Civil Protection and Humanitarian Aid Operations (ECHO)

ECHO.A - Emergency Management and rescEU

A.2 - Capacities and Operational Support

Template for application to register a module, technical assistance and support team, or other response capacity in the European Civil Protection Pool (ECPP)¹

1. **Country (-ries)** offering the module, technical assistance and support team (TAST), other response capacity and the **full name of the authority (-ies)** endorsing this offer:

Finland

South Karelia Rescue Department (Representing also: Kymenlaakso -, South-Savo -, North Savo- , North Karelia Rescue Department)

Ministry of the Interior Rescue Services

2. **Type of module, TAST or other response capacity:**

Finn Rescue Arctic Ground Forest Firefighting using vehicles module, FI GFFF-V.

In addition to the main task FI GFFF-V module can be used for extinguishing fires large scale industrial plants and harbours. Module can also be used for flooding and storm emergencies.

In be fully prepared for future challenges, there is an expanding need to reinforce the Ground Forest Fire Fighting capacity for whole Finland and the broader Artic and Baltic sea area (Northern Europe). Naturally, the GFFF-V would also be available for other parts of Europe.

Characteristically, the module is identified as a multipurpose module specialized for Arctic region.

Self-assessment establishing that the asset fulfils the quality requirements established for this type of asset:

Tasks	Yes (the module fulfils/does not fulfil the provisions of Annex II)	Comments/Complementary info (if any)
	<ul style="list-style-type: none">• Ground fire firefighting• Production of situational awareness and risk information concerning the ground and forest fires	


¹ This application shall be submitted as attachment to a letter of commitment of the asset to the ECPP, addressed in writing to Mrs Monique PARIAT, Director-General DG ECHO, Rue de la Loi 86, 1049, Brussels. The application does not need to be signed, in view of the letter being signed at the appropriate level in the Participating States' administration.

	<ul style="list-style-type: none"> • To assist firefighting by delivering water • Groundfire fires for water transfer • Wildfire fighting • Support for cooling water at a nuclear power plant • Support rescue services in flood situations (pumping and hose lines). • Support for rescue operating in forests in storm conditions. • Support for production of situational awareness and risk information concerning the nuclear power plant fires, flooding situations and forests in storm conditions 	
Capacities	<p>Yes (the module fulfils/does not fulfil the provisions of Annex II) Ability to:</p> <ul style="list-style-type: none"> • To obtain sufficient human resources and vehicles for continuous operations with a minimum of 20 firefighters at any time, • operate in areas and terrain that are not easily accessible, 	Comments/Complementary info (if any)
Main components	<p>Yes (the module fulfils/does not fulfil the provisions of Annex II)</p> <ul style="list-style-type: none"> • Four (4) vehicles with off-road capability. • Tank capacity of each vehicle of at least for 2 000 litres. • Hoses and couplings compatible with different standards, including the Storz standard • Transport capacity for equipment 	Comments/Complementary info (if any)

Self-sufficiency	<p>Yes /(the module fulfils/does not fulfil the provisions of Annex II) According article 12 EU Implementing Decision 16.10.2014:</p> <ul style="list-style-type: none"> • appropriate shelter for the prevailing weather; • power generation and lighting covering the consumption of the base of operation and the equipment required to fulfil the mission; • sanitation and hygiene facilities destined for the personnel of the module; • availability of food and water for the personnel of the module; • medical or paramedical staff, facilities and supplies for the personnel of the module; • equipment storage and maintenance of the equipment of the module; • equipment for the communication with the relevant partners, notably those in charge of the coordination on site; • local transportation; • logistics, equipment and staff enabling the setting-up of a base of operations and the beginning of the mission without delay upon arrival on destination. 	Comments/Complementary info (if any)
Deployment	<p>Yes / (the module fulfils/does not fulfil the provisions of Annex II)</p> <ul style="list-style-type: none"> • Availability for departure maximum 6 hours after acceptance of the offer. • Ability to be deployed for a period of up to 7 days. 	Comments/Complementary info (if any)

	<ul style="list-style-type: none">• Deployment by land or sea. Deployment by air is only an option in well justified cases.	
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3. **Factsheet** of the module, including technical assistance and support team, other response capacity:

 European Commission Community Civil Protection Mechanism Registration of Module		
General information	1.1 Country/countries	FINLAND
	1.2 Code/Module type/number	Finn Rescue Arctic Ground Forest Firefighting using Vehicles /FI GFFF-V
	1.3 Ready for departure (in hours)	6
	1.4 Available time period	14
	1.5 General information on Capacity / standards and guidelines / Main components	<p>Firefighting capacity:</p> <ul style="list-style-type: none"> - 20 firefighters at any time - fire trucks: <ul style="list-style-type: none"> o 4 trucks with 3 m3 water tank (integrated pumps) o 1 truck with 15 m3 water tank o 1 multi-lift truck with hose container (110mm x 1 km hoses) - Others: <ul style="list-style-type: none"> o 1 command unit o 2 personnel transport cars o few smaller water pumps - water boat unit for forest fires in the islands <p>Ability to operate in areas which are not easily accessible: YES</p> <p>Hoses and couplings compatible with different standards, including the Storz standard.</p>

	1.6 Contact details	<p>1. Operational contact: Point of contact 24/7 Emergency Services Academy Finland ESA Duty Officer Mobile: +358 50 368 0922</p> <p>2. General contact: Point of contact 24/7 Government Situation Centre Duty Officer Tel. +358 9 160 66400 Mobile: +358 40 770 4144 Email: vntike@vnk.fi</p> <p>3. Administrative contact point: Jani Kareinen (South Karelia Rescue Department, EKPL) Mobile: +358 44 636 1484 Email: jani.kareinen@ekpelastuslaitos.fi)</p> <p>Jukka Räsänen (ESA Finland) Mobile: +358 50 448 7955 Email: jukka.rasanen@pelastusopisto.fi</p>
	1.7 Military personnel or equipment	No
Operational information	2.1 Deployment radius (in-outside EU)	In and outside EU + Norway and Russia
	2.2 Number of personnel	45
	2.3 Number of vehicles	9
	2.4 Weight of the equipment (kg)	Pre-adapted for different transports
	2.5 Volume of the equipment (m ³)	Pre-adapted for different transports
	2.6 Operational readiness on site (in hours from arrival)	2 hours
	2.7 Indicative location of departure	Lappeenranta, Finland
	2.8 Transportation possibilities (land/air/maritime)	Land and maritime

<p>2.9 Participation in exercises (national and international)</p>	<p>Exercise:</p> <ul style="list-style-type: none"> • Annual border cooperation exercises with Russia (since 1991) including Saimaa canal area: <p>Tasks: Forest firefighting (assist forest firefighting by delivering water, traffic accidents, border activity training, in a real situation, the crossing the border would be rapid)</p> <ul style="list-style-type: none"> • Barents Rescue exercises (training/observer in the Barents Rescue exercises): <ul style="list-style-type: none"> - Kiruna, Sweden, 2019 - Petrozavodsk, Russia, 2017 - National preparedness exercise in Kuopio 2018
<p>2.10 Participation in emergency response operations</p>	<ul style="list-style-type: none"> • Emergency: Forest Fires in Sweden (2018) - Firefighting with GFFF and GFFF-V • Emergency: traffic accidents in Russia (Saimaa canal area) 2020 (annual events) • Emergency: Summer Storm in Eastern Finland (2020) - Storm Emergencies with GFFF and GFFF-V • Emergency: Forest Fire in Russia (2021) - Firefighting with GFFF and GFFF-V (Finland-Russia Border line in Lieksa region)

	<p>2.11 Additional information (tasks where the FI GFFF-V unit can be used) FI GFFF-V is a multipurpose module and can be used for extinguishing fires in large scale industrial plants and harbours. Additionally, module can be used in solving storm (foresterial) damages in forests and urban areas.</p>	<p>Multipurpose module specialized for arctic region: GFFF-V module task:</p> <ul style="list-style-type: none"> - Extinguishing for forest fires, - To assist firefighting by delivering water, - Production of situational awareness and risk information - Support for large scale industrial fires, support for cooling water at a nuclear power plant incident, - Support rescue services in flooding situations (pumping and hose lines). - Support for rescue activities for forests after storms.
Logistic	3.1 Self sufficiency	7 days
	3.2 Maintenance by requesting country	Food, water, fuel and needs for personal hygiene, waste disposal
	3.3 Average fuel consumption (per day)	diesel max 2000 l/day and petrol max 300 l/day
	3.4 Type of fuel	diesel and petrol
	3.5 Need for in-country transportation	If yes, number and type of vehicles: Not needed
	3.6 Hazardous items	UN 1202 Diesel fuel UN 1203 Petrol fuel UN 1072 Compressed Oxygen (medical) UN 1002 Compressed air UN 3166 Generators, hydraulic units, possibly vehicles UN 1170 Ethanol or ethyl alcohol (hand disinfectant) UN 1950 Aerosols, flammable (spray paint, maintenance chemicals etc.) UN 3480 Lithium Ion Batteries UN 3481 Lithium Ion Batteries in equipment
	3.7 specific logistical needs	Diesel is needed according to fuel consumption details.
	3.8 Additional information	Finn Rescue Arctic Forest Firefighting with vehicles Module, FI GFFF-V is a multipurpose module and can be used for extinguishing fires during large scale industrial plants and harbours. The module can be also used in flooding situations and after storm situations in forests.

4. Confirmation of necessary arrangements put in place to ensure the **relevant authority and national contact points are continuously capable to handle without delay requests for deployment** in regard to their assets registered in the ECPP. In all cases, mobilisation will be decided and confirmed by the Ministry of the Interior (Director General of the Rescue Services).

Upon receipt of a deployment request via the CECIS, the Emergency Service Academy Finland Duty Officer (ESA DO) will immediately establish an operational management (OM) team and alert the logistics team. The ESA DO will send a pre-alert SMS message to all members of the FI GFFF-V team and the OM team at which point logistics will start to evaluate transport options and other relevant factors for deployment.

The pre-alert message to the team can be sent prior to the official request made by the ERCC. The responsible ESA DO will send out a pre-alert to all trained staff to check availability in the event that the module will be deployed and ensure efficiency in the deployment process.

In all cases, mobilisation will be decided and confirmed by the Ministry of the Interior (Director General of the Rescue Services).

After mobilization the FI GFFF-V members will arrive to the deployment location in Lappeenranta (GFFF-V warehouse), where the team will receive their personal equipment. At the warehouse, a medical examination and mission specific pre-deployment training (PDT) will be given to the personnel.

5. Confirmation that all necessary measures have been taken is conducted, including the necessary financing and logistical arrangements to ensure that the asset registered in the ECPP can be deployed immediately following the invitation to deploy by the Commission.

The Ministry of the Interior of Finland secure financing arrangements for FI GFFF-V Module deployment. The final decision for funding will be made by the Director General of the Rescue Services.

The Finnish government has arranged a framework agreement with four airline brokers (A/S Aircontact, DSV Air&Sea A/S, Air Charter Service Plc and Air Partner Plc) that can be used for transportation of the event personnel via air. The brokers have an extensive selection of passenger and cargo air transport companies at their disposal.

6. Confirmation that all necessary measures have been taken, including the necessary financing and logistical arrangements, to ensure that the asset registered in the ECPP can be deployed immediately following an invitation to deploy by the Commission.

Financing arrangements for FI GFFF-V Module deployment will be secured by the Ministry of the Interior of Finland. The final decision for funding will be done by the Director General of the Rescue Services at the Ministry of the Interior of Finland.

The Finnish government has arranged a service flight framework agreement with 4 airline brokers (A/S Aircontact, DSV Air&Sea A/S, Air Charter Service Plc and Air Partner Plc) that can be used in the case of deployment. The brokers have an extensive selection of passenger and cargo air transport companies at their disposal.

7. **Exact duration of the pre-commitment in the ECPP**

7 years

8. Information on the **guaranteed time of availability for departure**

Module is available for departure 6 hours after the acceptance of the offer.

9. **The geographic location of the asset, the indicative location of mobilisation** (airport etc.), the normal geographic scope of deployment, as well as geographic restrictions, if any.

Location of the Module:

South Karelia Rescue Department, Finland. Warehouse street address: Armilankatu 35, FI -53100 Lappeenranta, Finland.

Harbour to be used:

- Port of Kotka
- Port of Helsinki
- Port of Turku
- Port of Vaasa

Border crossing by road:

Crossing the border to Sweden via Tornio – Haaparanta

Crossing the border to Norway via Kilpisjärvi

Crossing the border to Russia via Nuijamaa, Lappeenranta

Airport: (only for personnel of the module)

- Lappeenranta Airport (IATA: LPP, ICAO: EFLP),

10. **Standard Operating Procedures of the module**, including technical assistance and support team, or other response capacity.

Finn Rescue Arctic Ground Forest Firefighting using with vehicles Module (FI GFFF-V) SOP is as separate Annex

11. **All relevant transport handling information**, such as measures, weights, flight restrictions etc., preferred modes of transport; if relevant: access to harbours.

Deployment to Finland's neighbouring countries (Sweden, Russia, Estonia and Norway) is possible by road, sea or railway transportation depending on the demand of the schedule and exact location where the module is needed. Inside the EU, the transportation is possible by road, outside-the EU it is possible by air and sea transport only.

The team moves primarily via roads due to the high number of vehicles.

By road, the module can move throughout the entire Barents area, such as crossing the border to Sweden at Tornio – Haaparanta border crossing point and crossing the border to Norway through Kilpisjärvi.

Lappeenranta and Kotka are international freight ports. Kotka-Hamina harbour is the largest general port in the Gulf of Finland (Baltic Sea). All harbours are functional/ operating 24/7.

Additionally, the module has access to the following harbours: Port of Helsinki, Port of Turku and Port of Vaasa. Special contracts with ferry companies are not needed.

Lappeenranta railway station is an important railway station in Finland for passenger traffic and it, also serves freight transportation. Kouvola railway station is one of the most central railway stations both for passenger and freight transportations in Finland.

Lappeenranta Airport (IATA: LPP, ICAO: EFLP) is part of the Finnish airport network. The airport can be used for cargo transportation.

12. Any other **restrictions or advantages of the module, TAST or response asset** (i.e. climate related information) and **other foreseeable conditions of deployment** (i.e. type of fuel).

FI GFFF-V: Most equipment of the module is based on consumption of diesel. However, some rescue tools are petrol operated/dependent and therefore both fuel types are required on-site. Although the consumption of petrol is normally only 300 l/day, the consumption of diesel is at maximum 2000 l/day, depending on daily working activity.

The overall adaptation process will also increase the usability of the module for warm/hot climate. The GFFF-V module can operate in temperatures that range from approx. -20° - +30° (temperature range that has no or has a small effect to operability), after adaptation the module remains operational in most temperature zones (incl. tropical climate) within the limits of personnel's endurance. Even though, forest fires don't exist in cold weather, the module can be partly used for rescue operations in winter storms, too.

13. "**Experience File**", including the following:
 - a) summaries of previous deployments of the module, TAST, or other response capacityAs the Rescue Departments we have taken part in the following international exercises: (we are not members of ECPP yet)

Emergency: Forest Fires in Sweden 2018

Tasks:

- Extinguish forest fires
- Assisted firefighting by delivering water for our national and international modules.

Emergency: traffic accidents in Russia (Saimaa canal area) 2020 (annual events)

Tasks:

- Rescue activities in multiple emergencies

Emergency: Summer Storm in Eastern Finland 2020

Tasks:

- Support to Storm Emergencies for forests and roads

Emergency: Forest fire in Kalajoki, Finland 2021

Tasks:

- Extinguish forest fires
- Assisted firefighting by delivering water for our national modules.

Emergency: Forest fire in Lendery Russia 2021 (Finland-Russia borderline)

Tasks:

- Crossing the border
- Extinguish forest fires with ATV
- Assisted firefighting by delivering water

b) participation in the UCPM exercises and international exercises.

Exercise: Annual border cooperation exercises with Russia

From: Since 1991

Tasks:

- Firefighting of forest fires
- To assist firefighting by delivering water
- Traffic accidents
- Firefighting
- Border activity training, in a real situation, the crossing the border would be rapid

Exercise: Barents Rescue exercises

Barents Rescue exercises (training/observer in the Barents Rescue exercises):

- Kiruna, Sweden, 2019
- Petrozavodsk, Russia 2017

National preparedness exercise in Kuopio 2018

Cross-border co-operation exercises with Russia
forest fire fighting training 2013 Lendery Russia, 2013 Vyartsilya Russia

Tasks:

- Firefighting of forest fires
- To assist firefighting by delivering water
- Border activity training, in a real situation, the crossing the border would be rapid

- Cross-border exercises

- Large forest fire fighting map-training 2021 Lieksa in Finland-Russia border
- Tasks:
 - o Planning and training for operations in large area with no roads

c) training of key personnel (Head of Mission, Team Leader, Deputy Team Leader, Liaison Officer) through the UCPM, UN or international relevant training.

The key personnel of the module have participated several international relevant trainings including UCPM, UN and NATO -trainings and exercises. Additionally, they have participated national training and exercises.

In the Grant application the key personnel will be identified by names and CVs.

d) Participation of key personnel in UCPM exercises or international exercises; Heads of Missions of the team are EU trained. Team members have experience with international missions and exercises conducted in multi-national environments.

e) Compliance with international standards where relevant (e.g. INSARAG, WHO, IFRC etc.).

The team complies with general requirements for European civil protection GFFF-V module (Decision No. 1313/2013/EU, implementing Decision no.

2014/762/EU) and standards of the INSARAG (regarding management and logistic arrangements).

14. A self-assessment of adaptation needs and associated costs:

FI GFFF-V is prepared to be deployable from 1 May 2022. The adaptation process aims for faster deployment, cost-efficiency, and operability in different conditions and for EU visibility. The adaptation process for logistics and equipment is scheduled to be operational by the end of 2022. Therefore, many procedures have already been made during 2022 to achieve readiness. Project implementation timeline is an estimated 18 months (including certification process).

Upgradable equipment and material:

Personal protective equipment

Personal protective equipment (PPE) must be upgraded to improve EU visibility and the ability to operate in different climates. According to latest occupational health research results, the smoke of the forest fires is very dangerous for rescuers. Thus, there is an urgent need for invest to PPE, especially for lightweight battery powered breathing apparatus and light firefighting suit with proper visibility. EU visibility requirements are taking account in new PPEs at highest possible means. With these improvements new GFFF-V will raise ECPP's response capability for forest fires. The overall visual appearance of the module will be upgraded to modern standards so that personnel can use different patches on their clothing to be easily recognized as representatives of the EU.

New Firefighting equipment for forwarders



Finn Rescue Arctic Ground Forest Firefighting using Vehicles /FI GFFF-V Module will have new innovative firefighting equipment to be installed in the load spaces of forwarders for extinguishing wildfires.

Forest machine is the most efficient operative solution to build up an access and operate in forest fire area. Forest machines are designed for operating under hard and varying field conditions, for which they have optimized capacity of the hydraulic system. The firefighting equipment is available for PONSSE Buffalo and PONSSE Elephant forwarders or other corresponding alternatives of forest machines.

The firefighting equipment is delivered to the fire location as a single package – and after it has been connected to forest machine hydraulics, the equipment is ready to operate. The 10 m³ water tank of the firefighting equipment can be filled with its own pump from a natural water source or from the tank of a fire truck. The water cannon has a range of 47 meters and a turning radius of 360 degrees.

New Firefighting equipment for forwarders is an environmental and economical solution. The water tank withstands the use of various chemicals mixed with water, as well as seawater. It is also light enough to be lifted into the machine load space. The powerful pump can fill the water tank from a natural water source or the tank of a fire truck. The wireless remote controller can adjust the water spray direction vertically and horizontally, as well as the spray pattern.

Additionally, for the burned trees and storm damages in the forest forwarders will have harvesting head installed.

To reach a state of readiness and availability that makes FI-GFFF-V deployable as part of the ECPP more firefighting equipment is needed. To sets of containers including pumps, hoses and accessories are needed. The purpose is also increasing the agility of module by purchasing new all-terrain vehicles (ATV) and combining small portable pumps with water tanks.

Furthermore, the modernization of old rescue technology is needed to meet the increasing requirements for ecological and sustainable use of resources of rescue services in fire conditions. For example, replacing some old pumps and generators with technology of higher energy efficiency is important measure to be taken. This means benefits for the environment and societies as a lower consumption of fossil fuels and water resources and as decreased emissions to water, ground and air.

The aim is also to enhance situational awareness, production and analysis of risk information for risk assessment and management by utilizing latest state of art digital technology by further developing drone capability and software system for decision makers. One of the results for this point is create SOP for drone operations for other ECPP modules to have common European understanding for drone operations. Furthermore, the ability to use and integrate satellite-derived information from rescue areas to the production of situational awareness under rescue operations is crucial especially when operating in rescue locations hard to

access. This important informational need has to be taken into account in the developmental context of the module.

	Estimated eligible actual costs	Reimbursement rate (max 75%)	Total estimated EU contribution
	(EUR)		(EUR)
	(a)		(c)
Direct eligible costs			
1. Personnel			0,00
1.1 Project management and staff training (technical)	149 500,00	0,75	112 125,00
1.2 Module specific training (2x field exercise)	44 500,00	0,75	33 375,00
1.3 Other cost subcategory 1 (3)		0,75	
Sub-total for cost category 1	259 500,00		194 825,00
2. Travel and subsistence			0,00
2.1 Training and development	15 000,00	0,75	11 250,00
2.2 Other cost subcategory 2 (1)		0,75	
Sub-total for cost category 2	15 000,00		11 250,00
3. Sub-contracting			0,00
3.1 Other cost subcategory 3 (1)		0,75	
3.2 Other cost subcategory 3 (2)		0,75	
Sub-total for cost category 3	0,00		0,00
4. Consumables			0,00
Personal protective equipment	240 000,00	0,75	180 000,00
4.1 Other cost subcategory 4 (1)		0,75	
4.2 Other cost subcategory 4 (2)		0,75	
Sub-total for cost category 4	240 000,00		180 000,00
5. Equipment and supply			0,00
Forest firefighting forawder with transport pack	202 200,00	0,75	151 650,00
High capacity pump with hoses	189 982,00	0,75	142 471,50
Forest firefighting containers with equipment	400 777,00	0,75	300 579,00
ATV with extinguish system all	184 800,00	0,75	123 600,00
RPAS capability	72 000,00	0,75	54 000,00
5.1 Other cost subcategory 5 (1)		0,75	
Sub-total for cost category 5	1 029 734,00		772 380,50
6. Other costs			0,00
6.1 EU flag and visibility equipment	25 400,00	0,75	19 050,00
6.2 Other cost subcategory 6 (1)		0,75	
Sub-total for cost category 6	25 400,00		19 050,00
Total direct eligible costs	1 569 634,00		1 177 225,50
7. Total EU contribution			1 177 225,50

Estimated expenditure of the action (Table 2)

Expenditure	Amount
1. Total eligible costs	1 569 634
2. Other costs of the action	0
3. Value of contributions in kind (in kind Table 3)	1 269 734
4. Total expenditure	1 569 634,00

Estimated revenue of the action (Table 3)

Revenue	Amount
Receipts	
Requested EU grant	1 177 225,50
1 Income generated by the action	0
Other revenue	
2 Financial contribution of the beneficiary (own resources)	389 908,50
3 Other financial contributions	0
Contributions in kind	
4 Contributions in kind	1 269 734
5. Total revenue	1 569 634,00

15. **All necessary contact information.**

Contact person for clarification questions that the Commission may have during the preliminary check and during the certification and registration procedure.

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Ministry of the Interior
Finland

16.9.2021

VN/23647/2021-SM-1

Ms. Paraskevi Michou
Director-General

European Commission – DG ECHO
Rue de la Loi 86
1049 Brussels

Application to the European Civil Protection Pool (ECPP) - Technical Assistance and Support Team (TAST) for Cold Conditions Finn Rescue Arctic Ground Forest Firefighting using Vehicles Module Finland

Dear Director-General,

I am pleased to submit this letter of commitment confirming Finland's willingness to commit to the European Civil Protection Pool (ECPP) registration process according Decision (EU) 2019/420 of the European Parliament and of the Council of 13 March 2019.

Finland has already demonstrated involvement in the development of the Union Civil Protection Mechanism capacities (MUSAR Cold Conditions 2015) and currently our TAST team for Cold Conditions is active in ECPP. Our Arctic High Capacity Pumping module is under construction and certification of that module will take place in 2022.

As a further step, Finland wishes to register new capacity to the ECPP. We have a national GFFF-V module in North-West part of the country and we would like to register that module, Finn Rescue Arctic Ground Forest Firefighting using Vehicles Module Finland, to the ECPP. The commitment is for 7 years, starting from its effective availability to the pool, i.e. upon successful completion of the ECPP certification process.

The Finn Rescue Arctic Ground Forest Firefighting using Vehicles Module Finland is designed to perform according to recommendations of the European Union guidelines and it has participated in several exercises and domestic missions. The module has special expertise in operations in Borealis area emergencies. The key personnel has participated in Union Civil Protection Mechanism trainings and the

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members of the management team have experience from several EU Civil Protection missions.

I am positive that the Finn Rescue Arctic Ground Forest Firefighting using Vehicles Module Finland will be considered as a very important capacity for registration in the ECPP. Finland has commenced the preparation of a grant application and henceforth I am confident that the application procedure will be completed smoothly.

Director-General for Rescue Services



Kimmo Kohvakka