

Translation from Finnish

Legally binding only in Finnish and Swedish

Ministry of the Interior, Finland

Maritime Search and Rescue Act

(1145/2001; amendments up to 618/2022 included)

By decision of Parliament, the following is enacted:

Section 1

Scope of application of the Act

This Act applies to the search and rescue (SAR) of persons in distress within the Finnish Maritime Search and Rescue Region, provision of prehospital emergency medical care for them and conduct of radio communications relating to an emergency phase (*maritime search and rescue services, maritime SAR services*). This Act also lays down provisions on the authorities responsible for maritime safety radio communications, the provision of telemedical assistance services for vessels, maritime assistance services, the authorisation requirement for the use of certain distress signalling devices and prehospital emergency medical services at sea. (1660/2009)

This Act does not apply to rescuing a human life onboard a vessel tied up to the shore at a port.

Separate provisions are laid down on the salvaging of a vessel and its cargo and on the prevention of and response to oil and chemical spills from vessels.

Section 2 (1660/2009)

Concepts and definitions

In this Act:

1) emergency phase means:

a) a situation in which there is uncertainty about a person's safety at sea or otherwise reason to take measures to assess any need for assistance;

b) a situation in which it can be assumed that a person's safety at sea has been compromised or inquiries made to assess the need for assistance have been unsuccessful;

c) a situation in which it is apparent that a person is in danger at sea and in need of immediate assistance;

2) *search and rescue unit (SRU)* means a vessel or aircraft which has a crew trained and equipped to carry out a maritime SAR mission;

3) *search and rescue region (SRR)* means the maritime area that comprises Finland's territorial waters, the islands therein and the parts of the international waters directly adjacent to the territorial waters separately agreed upon with the neighbouring states;

4) *search and rescue sub-region (SRS)* means a sub-region within the search and rescue region that usually comprises the operating area of the Coast Guard District in question and also other areas of the SRR in its vicinity as further agreed or ordered on the matter and in which the Coast Guard District in question is responsible for maritime SAR services;

5) *maritime rescue coordination centre (MRCC)* means a designated Coast Guard District coordination centre that is the Finnish Maritime Search and Rescue Region's national coordination centre and the international point of contact for Finnish maritime SAR services and that takes care of the continuous maintenance of coordination and communication preparedness and the coordination of SAR operations within its search and rescue sub-region;

6) *maritime rescue sub-centre (MRSC)* means a designated Coast Guard District coordination or other centre that either independently or subordinate to the maritime rescue coordination centre takes care of the continuous maintenance of coordination and communication preparedness and the coordination of SAR operations within its search and rescue sub-region or in another separately designated area;

7) *maritime search and rescue command centre* means the maritime rescue coordination centre and the maritime rescue sub-centre;

8) *search and rescue coordinator (SC)* means the Commander of the Coast Guard District responsible for the maritime SAR arrangements of a search and rescue sub-region;

- 9) *search and rescue mission coordinator (SMC)* means a border guard stationed in a maritime search and rescue command centre who is tasked with coordinating search and rescue operations;
- 10) *on-scene coordinator (OSC)* means a person tasked with coordinating and harmonising on-scene search and rescue operations under the search and rescue mission coordinator;
- 11) *aircraft coordinator (ACO)* means a person tasked with coordinating and harmonising on-scene aeronautical search and rescue operations under the search and rescue mission coordinator;
- 12) *multisectoral incident* means an accident or emergency phase in which, in addition to human lives, also the environment, a vessel, its cargo or other property is threatened;
- 13) *prehospital emergency medical services (EMS)* means an entity which includes the provision of acute medical care for patients with a sudden illness or injury primarily outside a healthcare institution and, where necessary, the transportation of the patient to the medically most appropriate healthcare unit; (752/2014)
- 14) *safety radio communications* means radio communications used to protect or save human lives or property;
- 15) *maritime assistance service (MAS)* means a transmission service that supports the preparedness planning and proactive operations of the maritime SAR services for maritime emergency phases and accidents and serves as the national point of contact for vessels for assistance needs and notifications;
- 16) *telemedical assistance service (TMAS)* means urgent medical services, including specialist services, provided for vessels at sea via a satellite or mobile phone network;
- 17) *COSPAS-SARSAT system* means an international satellite-based search and rescue system for satellite-aided transmission of distress alerts from Emergency Position Indicating Radio Beacons, Emergency Locator Transmitters and Personal Locator Beacons; (752/2014)
- 18) *Maritime Incident Response Group (MIRG)* means a special team comprised of members of rescue departments and trained and equipped to operate in special maritime SAR situations. (752/2014)

Section 3 (1660/2009)

Leading maritime search and rescue authority

The Finnish Border Guard is the leading maritime search and rescue authority and responsible for organising maritime search and rescue (SAR) services. For this purpose, it:

- 1) is responsible for the planning, development and supervision of maritime SAR services and the harmonisation of the activities of the authorities and volunteers participating in maritime SAR services;
- 2) coordinates and conducts SAR operations;
- 3) is responsible for emergency-phase radio communications and the transmission of telemedical assistance services for vessels;
- 4) participates in emergency prevention;
- 5) is responsible for the maritime assistance services;
- 6) is responsible for receiving distress alerts sent by Emergency Position Indicating Radio Beacons, Emergency Locator Transmitters and Personal Locator Beacons via the COSPAS-SARSAT system and relaying them to the national responsible party, and for the national harmonisation of issues relating to the COSPAS-SARSAT system;
- 7) provides maritime SAR-related coordination training and, where necessary, also provides other education and training and organises awareness-raising campaigns relating to maritime SAR services.

Section 4 (993/2018)

Other authorities and actors participating in maritime SAR

In addition to the Finnish Border Guard, the Emergency Response Centre Agency, the Finnish Meteorological Institute, the rescue authorities of the wellbeing services counties referred to in the Rescue Act (379/2011), the Finnish Transport and Communications Agency, the Finnish Transport Infrastructure Agency, the police, the Finnish Defence Forces, the healthcare and social welfare

authorities, Finnish Customs and the environmental authorities (*other maritime search and rescue authorities*) are obliged to participate, free of charge, in maritime SAR duties if this is justifiable with regard to the duties falling within their mandates or if this is necessary considering the seriousness and special nature of the emergency phase and if the performance of the maritime SAR duty does not considerably endanger the performance of the other important statutory duties of the authority. (618/2022)

The maritime SAR duties of the other maritime SAR authorities are as follows:

- 1) the Emergency Response Centre Agency participates in alerting search and rescue units and personnel participating in maritime SAR missions as separately agreed on;
- 2) the Finnish Transport and Communications Agency is responsible for vessel safety and its development and provides the Finnish Border Guard with expertise falling within its mandate;
- 3) the Finnish Meteorological Institute provides the Finnish Border Guard with expertise falling within its mandate and produces for the Border Guard the weather and oceanographic services required for maritime SAR services;
- 4) the Finnish Transport Infrastructure Agency is responsible for the transport infrastructure and its development, the arrangement of the vessel traffic service (VTS) referred to in the Vessel Traffic Service Act (623/2005), provides the Finnish Border Guard with an up-to-date maritime situation picture of vessel traffic and implements decisions made by the Border Guard relating to vessel traffic assisted by the vessel traffic service provider and participates in SAR operations by making its personnel and equipment available;
- 5) the rescue services of the wellbeing services counties, the police and Finnish Customs participate in SAR operations by making their personnel and equipment available; the rescue services of the wellbeing services counties participate in the operations of the Maritime Incident Response Group if this is separately agreed on between the rescue services and the Finnish Border Guard;
- 6) the Finnish Defence Forces undertake surveillance of the sea areas to detect and locate accident and emergency phases in connection with the surveillance of territorial integrity and participate in SAR operations by making their expertise, personnel and equipment available;

7) healthcare and social welfare authorities are responsible for organising emergency medical services and providing telemedical assistance services;

8) environmental authorities provide the Finnish Border Guard with expertise within their mandate.

(1356/2018)

An air traffic service provider referred to in the Aviation Act (864/2014) and a vessel traffic service provider participate, free of charge, in the development of the maritime SAR cooperation, maintenance of maritime SAR readiness and in SAR operations insofar as they have appropriate expertise, personnel and equipment relating to their mandates. The content of the cooperation may be agreed upon in more detail in agreements between the Finnish Border Guard and the air traffic service provider and the Finnish Border Guard and the vessel traffic service provider.

Central government authorities, state-owned companies and public bodies other than those referred to above provide, upon request, the Finnish Border Guard and other maritime search and rescue authorities with their expertise, personnel and equipment free of charge, insofar as this is necessary for preparedness planning or during an emergency phase.

Section 5

Coordination Committee and management boards

The Maritime SAR Coordination Committee assists the Finnish Border Guard in the planning, development and monitoring of maritime SAR services.

The Coast Guard District is assisted by the search and rescue sub-region management board tasked with assisting the Coast Guard District in the planning of maritime SAR services. Where required by an emergency phase, the management board shall support the search and rescue coordinator and the search and rescue mission coordinator in harmonising the maritime SAR tasks of the authorities, voluntary associations, other organisations and other actors. If an extensive or particularly serious emergency phase so requires, the search and rescue sub-region management board may be extended to include representatives of authorities, national management of voluntary associations and other organisations or experts. (1660/2009)

Further provisions on a management group to be appointed, where necessary, to assist an on-scene coordinator may be given by government decree.

Section 6

Voluntary work

Maritime search and rescue services may use the assistance of voluntary associations and other organisations, however, not in tasks involving significant exercise of public authority.

The Finnish Border Guard may delegate tasks in the field of maritime SAR services, and education, training and awareness-raising tasks to be performed by a voluntary association or other organisation operating in the field of maritime search and rescue services.

Section 7

International cooperation in maritime search and rescue services

The maritime rescue coordination centre (MRCC) decides, on the basis of bilateral agreements or a request from a foreign state, on the provision of available assistance abroad in a matter falling within the field of maritime search and rescue services when necessary to rescue human lives. The MRCC also decides on requesting assistance from abroad when necessary to rescue human lives.

When receiving the assistance referred to in subsection 1, the MRCC shall assist foreign search and rescue units in permit, notification and equivalent matters relating to their entry into the country as separately provided by law or in an international treaty binding on Finland regarding the conditions for entry.

Section 8 (1660/2009)

Readiness requirements

The maritime SAR services shall be planned and arranged so that any measures included therein may be taken without delay and efficiently. The search and rescue coordinator is responsible for the coordination of maritime SAR services and the maintenance of maritime SAR readiness in their search and rescue sub-region.

Within the limits set by the resources allocated to it, the Finnish Border Guard keeps, in addition to the other search and rescue units suitable for maritime SAR duties, on standby helicopters which, in addition to their other tasks, are suitable for maritime SAR missions. The SAR helicopters on call

shall be able to participate in basic emergency medical services connected to a search and rescue mission.

When deciding on the scale of search and rescue actions regarding an individual emergency phase, the aim shall be to ensure that there are also resources for search and rescue measures relating to other simultaneous emergency phases if this is possible without compromising the objectives set for this Act.

Section 9 (1660/2009)

Prioritisation of rescue actions

The primary objective of rescue actions in a multisectoral incident is to save human lives. Other rescue and response actions in response to the same multisectoral incident shall be harmonised with actions aimed at saving human lives as ordered by the search and rescue coordinator or the search and rescue mission coordinator.

Section 10

Obligation to participate in maritime search and rescue services

Everyone shall, without delay, forward notifications and communications concerning an emergency phase and notify the maritime search and rescue command centre of any observations and measures regarding the emergency phase. (1660/2009)

Anyone who is aware of another person in danger at sea is obligated, where possible without putting themselves or others in unreasonable danger, to take, on their own initiative, measures required by the situation that are necessary and possible to rescue those in danger.

By order of the search and rescue mission coordinator, anyone who is able to work and is on or in the vicinity of an emergency or accident scene is obligated, where essential to search for or rescue persons in danger at sea, to assist in a maritime SAR mission unless prevented by a legitimate reason. For a special reason, a person residing elsewhere may also be obligated to assist in a maritime SAR mission. Unless there is a compelling reason, a person ordered to assist shall not leave the mission until the search and rescue mission coordinator has authorised it.

Section 11

Obligation to hand over property for use in a maritime SAR mission

Where essential for the search or rescue of persons in danger at sea, the search and rescue mission coordinator may order that vessels, aircraft and other vehicles, food supplies, buildings, communication and data connections, communication equipment, other equipment and supplies as well as fuel and lubricants be provided for use in maritime SAR missions.

Section 11a (582/2018)

Isolation of a search and rescue scene

The search and rescue mission coordinator (SMC) may temporarily prohibit access to the sea area of the SAR scene and restrict access if this is essential to secure the efficient performance of SAR operations and to avoid further emergency phases.

In the VTS area referred to in the Vessel Traffic Service Act, the decision on the isolation of a SAR scene made by the SMC under subsection 1 is implemented by the vessel traffic service provider with regard to vessel traffic.

The SMC may request the air traffic service provider to prohibit, within the scope of its powers, access to the airspace of the SAR scene and to restrict access if this is essential to secure the efficient performance of SAR operations.

Section 12 (640/2019)

Maritime SAR Register

For the purpose of appropriate performance of maritime SAR missions and the subsequent clarification of events relating to an emergency phase and related search and rescue measures, the Border Guard Headquarters maintains a national Maritime SAR Register of action plans drafted for emergency phases and of received emergency notifications and the measures taken based thereon.

Notwithstanding non-disclosure provisions, information on rescue at sea, excluding location data of a mobile device and personal data other than identification numbers of vessels and aircraft, may also be processed in order to establish and maintain a national situational picture referred to in

Article 25 of Regulation (EU) 2019/1896 of the European Parliament and of the Council on the European Border and Coast Guard and repealing Regulations (EU) No 1052/2013 and (EU) 2016/1624, if the incident has a link to border security. (1247/2020)

Section 13

Information in the Maritime SAR Register

In order to maintain the operational readiness of maritime SAR services, the following may be stored in the Maritime SAR Register: the readiness, identification and contact information of persons prepared to perform SAR duties and the identification information of Emergency Position Indicating Radio Beacons, Emergency Locator Transmitters and Personal Locator Beacons and the contact information notified by the holders of the devices in case of accidents. (752/2014)

The following information relating to the submission and receipt of emergency notifications may be stored in the Maritime SAR Register:

1) to identify the person who submitted the emergency notification, information on their name, personal identity code or date of birth, place and country of birth, gender, citizenship or nationality, and other identification and contact information;

2) the date, time and manner of submitting the emergency notification;

3) identification information of the subscriber connection and location data of the mobile device relating to the emergency notification, and information on the subscriber, user and installation address;

4) name and other identification and contact information of the emergency notification recipient.

The following information regarding an emergency phase may be stored in the Maritime SAR Register:

1) to identify the person subject to an emergency notification or rescued from an emergency phase, information on their name, personal identity code or date of birth, place and country of birth, gender, citizenship or nationality, and other identification and contact information;

- 2) information on the state of health of a person referred to in paragraph 1, if the information can be assumed to be of significance to the appropriate performance of SAR measures;
- 3) information on treatment measures conducted on a person rescued from an emergency phase;
- 4) other information on measures taken due to an emergency notification or during an emergency phase.

A recording or other technical record of the emergency notification may be retained in connection with the register data.

Section 14 (640/2019)

Right to obtain information from the authorities and the vessel traffic and air traffic service providers

For the purpose of maritime SAR planning, the Finnish Border Guard has the right, notwithstanding non-disclosure provisions, to obtain free of charge from other maritime SAR authorities information relating to the operational readiness and location of the said authority, and the readiness, identification and contact information concerning the personnel. The Finnish Border Guard has the right to obtain the equivalent information from vessel traffic and air traffic service providers and the right to disclose information to vessel traffic and air traffic service providers.

In addition to what is provided elsewhere by law, the Finnish Border Guard has the right, notwithstanding non-disclosure provisions, to obtain free of charge for the purpose of the preparedness planning of maritime SAR services and during emergency phases for performing its maritime SAR duties, the following:

- 1) from the Finnish Transport and Communications Agency, information on vehicles, boats, vessels, aircraft and their owners and holders, information on radio equipment and its owner or holder from the register of radio licences, information on the position of radio equipment, information on an aircraft and its owner or holder from the Emergency Locator Transmitter Register and an up-to-date maritime situation picture of vessel traffic;
- 2) from the fishing authorities, information on a fishing vessel, its owner or holder and on vessel functionality;

3) from municipal port authorities, information on vessels and vessel and cargo traffic;

4) from vessel traffic service providers, information on vessel traffic, and from air traffic service providers, information on aircraft traffic;

5) from the Finnish Defence Forces, information on maritime surveillance;

6) from the emergency response centre data system, including the police assignment register, information on emergency notifications and emergency phases, information to ensure a person's own safety or occupational safety, and information on the readiness and location of the units of the authorities operating at sea;

7) from the registration authority of Åland, information on vehicles, vessels, recreational craft and their owners and holders.

The personal data referred to in sections 7–9 and 15 of the Act on the Processing of Personal Data by the Finnish Border Guard (639/2019) and in section 30 of the Territorial Surveillance Act (755/2000) can, where necessary, be used during an emergency phase to arrange search and rescue measures.

Section 15 (1660/2009)

Right to obtain information from private companies and organisations

Notwithstanding non-disclosure provisions, the Finnish Border Guard has the right to obtain from shipping companies, pilotage and ice breaking service providers, boating organisations, travel, cargo, port, security and rescue service operators and shipbuilding companies, free of charge, information on vessels and their crews, passengers and cargo that is necessary for the preparedness planning of maritime SAR services and, correspondingly, during an emergency phase for the performance of SAR duties.

Provisions on the right to obtain information from a telecommunications operator are laid down in section 321 of the Act on Electronic Communication Services (917/2014). (640/2019)

Section 16 (640/2019)

Section 16 was repealed by Act 640/2019.

Section 17 (640/2019)

Manner of disclosure of information

The Finnish Border Guard has the right to access the information referred to in sections 14 and 15 via a technical interface as separately agreed upon on the practical procedures, or in another way.

Section 18

Erasure of personal data from the Maritime SAR Register

Personal data shall be erased from the Maritime SAR Register as soon as its retaining is no longer necessary for the purpose of registration provided in section 12. Personal data other than that relating to the maintenance of maritime SAR readiness shall be erased from the Register no later than 10 years after the event.

The Finnish Border Guard shall review the necessity of the data in the Maritime SAR Register no later than two years after the storage of the data in the Register. (1660/2009)

Section 19

Other users of the Maritime SAR Register

Other maritime search and rescue authorities may store information in the Maritime SAR Register and use the information therein via a technical interface if this is necessary for the performance of maritime SAR duties. Information on the operational readiness and capabilities of military national defence shall, however, not be processed by other authorities than the Finnish Defence Forces and the Finnish Border Guard.

The authority that has stored information in the Maritime SAR Register is responsible for the correctness of the information it has stored and the legality of the storage and use when attending to its own duties.

Section 20 (640/2019)

Provisions and regulations on the processing of personal data and public access to the data in the Maritime SAR Register

Provisions on the processing of personal data are laid down in the Data Protection Act (1050/2018). Unless otherwise provided in this Act, the provisions of the Act on the Processing of Personal Data by the Finnish Border Guard also apply to the processing of personal data. The processing of personal data in the Maritime SAR Register is also governed by international treaties binding on Finland.

The provisions on access to official documents apply to access to data in the Maritime SAR Register.

Section 21

Fees, reimbursements and compensation

The State pays a person ordered to perform a maritime SAR task under section 10, subsection 3 a reasonable fee and reimbursement for the costs incurred. The State also pays a reasonable fee and reimbursement for the costs incurred to a voluntary association or other organisation for participating in a maritime SAR task which the Finnish Border Guard has assigned to it under section 6, subsection 2.

Compensation from state funds for tools, clothing and equipment that have been damaged or lost in maritime SAR tasks is paid to anyone who:

- 1) has taken, on their own initiative, rescue measures under the obligation to act provided in section 10, subsection 2;
- 2) has been ordered to assist in a maritime SAR task under section 10, subsection 3;
- 3) participates in a maritime SAR task under section 6, subsection 2 as a member of a voluntary association or other organisation;
- 4) participates in a maritime SAR exercise coordinated by the Finnish Border Guard.

(752/2014)

The State pays full compensation for property that has been taken into use in accordance with section 11 and full compensation for damaged, lost or destroyed property. The State pays full compensation to voluntary associations or other organisations for property damaged, lost or

destroyed in a maritime SAR task when the Finnish Border Guard has assigned it the task under section 6, subsection 2.

Section 22 (752/2014)

Applying for a fee, reimbursement or compensation

An application for a fee or reimbursement referred to in section 21 shall be filed with the Finnish Border Guard within three months from the date when the grounds for the fee or reimbursement arose. A precondition for compensating damaged, lost or destroyed property is that the search and rescue mission coordinator or the maritime SAR exercise coordinator has been notified of the damage as soon as possible.

Section 23 (752/2014)

Compensation for an accident

Compensation is paid from state funds for an accident occurred during a maritime SAR task under the same grounds as for an occupational accident or an occupational disease insofar as the injured party does not have the right to compensation of at least the same amount under another act.

Compensation is paid to anyone who:

- 1) has taken, on their own initiative, rescue measures under the obligation to act provided in section 10, subsection 2;
- 2) has been ordered to assist in a maritime SAR task under section 10, subsection 3;
- 3) participates in a maritime SAR task under section 6, subsection 2 as a member of a voluntary association or other organisation;
- 4) participates in a maritime SAR exercise coordinated by the Finnish Border Guard.

Matters concerning the payment of compensation from state funds under this section are considered by the State Treasury. The equivalent provisions of the Occupational Accidents, Injuries and Diseases Act (459/2015) apply to the consideration of a matter concerning an accident and to a request for review of a decision made concerning compensation. (469/2015)

Section 24 (993/2018)

The authorities responsible for maritime safety radio communications

In addition to the duties laid down in section 3, the Finnish Border Guard is responsible for the radio communications of the maritime SAR services in emergency phases and the maintenance of the related readiness. The Finnish Transport and Communications Agency is responsible for safety messages and releases relating to maritime safety and distress radio traffic in the Lake Saimaa area. The Finnish Transport and Communications Agency arranges the operational maintenance of the safety messages and releases relating to maritime safety and the distress radio traffic in the Lake Saimaa area by itself or acquires it from a vessel traffic service provider.

Section 25

Authorisation to use certain distress signals

The use of distress signals defined in Annex IV of the Convention on the International Regulations for Preventing Collisions at Sea of 1972 (Finnish Treaty Series 30/1977) and signals which may be confused with such distress signals is prohibited, except for the purpose of indicating distress in a distress phase.

Notwithstanding the provisions of subsection 1, the Coast Guard District may authorise the use of distress signals further specified by government decree for exercise purposes. In addition, the use of distress signals further specified by government decree elsewhere than in a vessel or aircraft for exercise purposes may be authorised by the Coast Guard District in coastal municipalities and by the police elsewhere in the country. A precondition for issuing the authorisation is that there is no risk of unnecessary search and rescue operations being launched and that the activity does not compromise safety. The authority issuing the authorisation may, where necessary, appoint an exercise leader, whose orders and instructions shall be complied with by those participating in the exercise. (1660/2009)

Provisions on the punishment for a false report about distress at sea or other equivalent distress are laid down in chapter 34, section 10 of the Criminal Code (39/1889).

Section 25a (1352/2019)

Section 25a was repealed by Act 1352/2019.

Section 26

Appointment of an on-scene coordinator and an aircraft coordinator, and liability for acts in office

The search and rescue mission coordinator appoints the on-scene coordinator (OSC) and the aircraft coordinator (ACO).

The person to be appointed as an OSC or an ACO shall be a public official with in-depth competence in the duty. In urgent cases where this is essential to save human lives, a person capable of performing the duty other than a public official may be temporarily appointed as an OSC or an ACO.

The OSC and ACO are subject to liability for acts in office when performing their duties.

Section 27

Further provisions and instructions

Further provisions may be issued by government decree on:

- 1) SAR actions in an emergency phase;
- 2) coordinating, terminating or suspending SAR actions;
- 3) the specific tasks of other maritime search and rescue authorities referred to in section 4;
- 4) the appointment and composition of the Maritime SAR Coordination Committee and the search and rescue sub-region management board;
- 5) the participation of the maritime helicopters on call in basic emergency medical services in cases referred to in section 8, subsection 2, the training relating to the arrangement of basic emergency medical services, the procedure relating to the maintenance of professional competence and the demonstration of professional qualifications and other practical matters relating to the arrangement of basic emergency medical services; (1660/2009)

6) the required qualifications for the search and rescue mission coordinator and the other personnel of the maritime search and rescue command centre; (1660/2009)

7) the procedure to be complied with in applying for a fee and reimbursement referred to in section 21 and the documents to be used;

8) the procedure to be complied with in applying for an authorisation referred to in section 25, subsection 2, the notifications to be submitted and the announcements to be made on account of the authorisation, and the required qualifications for the exercise leader to be appointed;

9) notifications between the authorities concerning SAR actions and related exchange of information.

The Ministry of the Interior issues a maritime search and rescue manual which, as a supplement to the provisions issued, aims to maximise the efficiency and appropriateness of the organisation of maritime SAR services and which provides information on the duties, structure, planning, coordination and communication systems of the maritime SAR services, the duties of the maritime rescue coordination centre and the maritime rescue sub-centre, and the cooperation relating to maritime SAR services.

Section 28

Entry into force

This Act enters into force on 1 February 2002.

This Act repeals the Act on the Maritime Rescue Service of 20 August 1982 (628/1982), as amended.