In the matter of the Arctic Sunrise Arbitration Before an Arbitral Tribunal Constituted under Annex VII to the 1982 United Nations Convention on the Law of the Sea

PCA Case No. 2014-02

Palais Niederosterreich Herrengasse 13

Vienna, Austria

Wednesday, 11th February 2015

Before:

JUDGE THOMAS A. MENSAH (President)

MR HENRY BURMESTER

PROFESSOR ALFRED SOONS

PROFESSOR JANUSZ SYMONIDES

DR ALBERTO SZÉKELY SÁNCHEZ

BETWEEN:

Day 2

THE KINGDOM OF THE NETHERLANDS

-and-

THE RUSSIAN FEDERATION

PROF DR LIESBETH LIJNZAAD (Agent) and PROF DR RENÉ LEFEBER (Co-Agent), with ERIK FRANCKX, MARCO BENATAR, ANKE BOUMA, TOM DIEDEREN, PETER POST and ANNEMARIEKE VERMEER, of counsel, appeared on behalf of the Kingdom of the Netherlands.

The Russian Federation did not appear and was not represented.

REGISTRY: SARAH GRIMMER, Senior legal counsel, and EVGÉNIYA GORIATCHEVA, legal counsel, appeared for the Permanent Court of Arbitration.

Transcript by Claire Hill for Trevor McGowan

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ALSO PRESENT:

FOR THE KINGDOM OF THE NETHERLANDS:

HIS EXCELLENCY PETER VAN WULFFTEN PALTHE, Ambassador of the Kingdom of the Netherlands in Austria

ELENA SAKIRKO, Interpreter

ROSANNE SCHARDIJN, Management Assistant

LUC SMULDERS, Alternate Permanent Representative of the

Kingdom of the Netherlands to the International Maritime

Organisation

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Netherlands	
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09:30 1	. Wednesday, 11th February 2015	09:42 1	contain additional information and adjustments. Can you
2	(9.39 am)	2	confirm that the contents of the statement of facts, as
3	THE PRESIDENT: Good morning. It looks like we will finish	3	adjusted and supplemented by the addendum and
4	a little earlier than planned. I will now ask the	4	corrigendum thereto, are correct, to the best of your
5	Co-Agent to present the witness, Ms Saarela. And after	5	knowledge?
6	that, we will proceed as we had agreed yesterday.	6	A. I confirm all of this.
	7 MS SINI ANNUKKA SAARELA (called)		Q. Thank you. Could you explain your personal involvement
8	PROFESSOR LEFEBER: Thank you, Mr President. Good morning,	7 8	in the protest action on 18th September 2013 against the
9	Mr President and members of the Tribunal. The Kingdom	9	Prirazlomnaya?
10	of the Netherlands would like to introduce the witness	10	·
11	testimony of Ms Sini Annukka Saarela.	11	and I was being one of the climbers.
12	Ms Saarela was volunteer deckhand and activist on	12	Q. Thank you. Could you describe in your own words the
13	board the Arctic Sunrise. She was one of the persons	13	facts that you have confirmed to be true and accurate?
14	who made an attempt to climb the Prirazlomnaya. As	14	
15	Ms Saarela is in New Zealand at this moment, her	15	to make a protest on the oil platform Prirazlomnaya, and
16	testimony will be taken by video conference. Her	16	our aim was to climb on the side of the platform and
17	testimony will be directed primarily at the specific	17	hang a banner there, to highlight the risks of Arctic
18	role she had in the protest action as one of the	18	oil drilling and to bring up the especially the risks
19	climbers, and her subsequent detention on board the		
20	coastguard vessel, the Ladoga.	19 20	that this special platform has, and also to highlight the risks in climate change.
20	Thank you, Mr President.	20 21	Q. Thank you. Could you describe in a bit more detail what
21 22	THE PRESIDENT: We would ask the witness to read the	21 22	happened during the attempt to climb the platform and
23	declaration, which I understand is available to her.	23	afterwards?
23	THE WITNESS: Thank you, Mr President. I solemnly declare	23	A. Yes. So I was attempting to climb the platform via
25	upon my honour and conscience that I shall speak the	25	getting my climbing rope up on the mooring lines of the
2.5	upon my nonour and conscience that I shan speak the	2.3	getting my chinoling tope up on the moorning mies of the
	Page 1		Page 3
09:41 1	truth, and nothing but the truth, and that my statement	09:44 1	platform. So I basically had my own climbing rope with
2	will be in accordance with my sincere belief.	2	me, which I got up on the mooring lines. And first
3	THE PRESIDENT: Thank you very much. Could you now please	3	I made an attempt on the other side of the platform to
4	go ahead.	4	climb it: I got my rope up and started climbing towards
5	Direct examination by PROFESSOR LEFEBER	5	the mooring line on the side of the platform. But when
6	Q. Thank you, Mr President. Good evening, Ms Saarela.	6	I was about two metres above the water, the coastguard
7	Could you please identify yourself for the record of the	7	boat came there and they cut the rope, so I fell into
8	meeting?	8	the water.
9	A. My name is Sini Annukka Saarela, and I am a Finnish	9	After that, they retrieved with the coastguard boat,
10	citizen.	10	
11		11	After that, when I was on the boat again, and I felt
12		12	good and safe, we drove to the other side, because we
13	•	13	had just heard on the radio that the other climber,
14		14	Mr Weber, had managed to get his rope up on the mooring
15		15	line on the opposite side. So after that, I joined him
16		16	
17		17	
18		18	
19		19	
20		20	
21	author of the witness statement?	21	mooring line that I was hanging on, so it was very, very
22	A. I confirm that I am the author of the witness statement.	22	difficult circumstances.
23	Q. Thank you. In your witness statement, you confirm that	23	After a while, me and Mr Weber decided to climb down
24	Q. Thank you. In your witness statement, you confirm that specific paragraphs of the statement of facts are true	24	because we realised that the situation is getting very
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24	Q. Thank you. In your witness statement, you confirm that specific paragraphs of the statement of facts are true and accurate. The addendum and corrigendum thereto	24	because we realised that the situation is getting very difficult up there, and also we realised that if we
24	Q. Thank you. In your witness statement, you confirm that specific paragraphs of the statement of facts are true	24	because we realised that the situation is getting very

09:45 1	, ,	09:49 1 underwear for the whole time. But after one night, and
2		2 a bit of that day, the officers came to us and said that
3	* 0	3 we will be taken back to Arctic Sunrise.
4	,	4 We were taken there by one of the boats from the
5		5 coastguard vessel. And when we came closer to the ship
ϵ		6 I of course had no clue what had happened, I didn't know
7	•	7 that the ship had been arrested, so I was wondering and
8	- · · · · · · · · · · · · · · · · · · ·	8 a bit confused that we didn't use the pilot door as
9	trying to communicate with them and say, "I can't come	9 an entrance to the ship, which we usually use. But we
10	down if you hold the rope tight", and I was really	had to take the secondary entrance, the pilot ladder,
11	trying to communicate that I am coming down.	and climb up all the way to the second outer deck.
12	Yes. Then eventually I managed to get down to the	All we could see was some Russian officers with
13	3 coastguard boat; I didn't have any other possibilities	guns, and I couldn't see any of the crew members on the
14	than going down there. And shortly after me also	outer deck. As soon as I was taken into the ship,
15		15 I could see there were basically officers standing there
16	Q. Thank you. Could you please go on to describe in the	with guns next to the door, greeting us, and then
17	same level of detail what happened until you were	I could see the door of the radio room kicked in, and
18	B brought back to the Arctic Sunrise?	then I understood that: okay, the ship has been arrested
19		19 and taken over.
20	sit down in the back of the boat, and we were not	After that, I was brought with Mr Weber to the mess
21	allowed to move or basically do anything else, and we	room of the ship, where all the other crew members of
22		22 Arctic Sunrise were. And first there we could hear from
23	soldiers or the coastguard officers on the boat spoke	the other crew members what had happened, but at any
24	English, but yes, so we didn't know what was	point I was not told that I had been arrested. The only
25	happening, but we were taken to the coastguard ship, and	25 thing that I was told was that we will be taken to
	Page 5	Page 7
09:47 1	they clearly signed to us that we should climb up to the	09:51 1 Murmansk.
2		
	deck of it, on a pilot ladder. And when we came up on	2 PROFESSOR LEFEBER: Thank you, Ms Saarela. This conclud
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09:53	1 7 11 0 1 1 1 10	00.55	
	1 I stayed there for one day and a half, so at some point	09:57 1	I need this medication. So yes, it was not a treat:
	2 I was also asking that I really need fresh air, can	2	it's life-threatening for me if I don't get that
	3 I please go out, and I was not let out. I was treated	3	medicine.
	4 like being under arrest. But when I was asking what is	4	PROFESSOR SYMONIDES: Thank you very much, I am fully
	5 going on, why am I here, there were no people able to	5	satisfied.
	6 speak English well enough to tell me what was going on.	6	THE PRESIDENT: We don't have any more questions, so if you
	7 Later on, on Arctic Sunrise, when they had started	7	want to ask another question?
	8 towing us to Murmansk already, the officials and	8	PROFESSOR LEFEBER: Thank you, Mr President, I don't have
	9 soldiers on board of Arctic Sunrise took me up to the	9	any further questions for this witness at this stage.
	bridge of Arctic Sunrise, and there was kind of	10	Thank you.
	a hearing or interrogation that they made to me, asking	11	THE PRESIDENT: Thank you. In that case, Ms Saarela,
	questions, details about the action, what was our aim,	12	I think we do not have any further questions for you, so
	and what was the safety pod being used for. And I was	13	thank you very much for your presence and for your
	just saying that I don't know what is going on, and can	14	evidence, which we will take duly into account. Thank
	I please talk to my lawyer, or to my consulate, and	15	you so much.
	I was denied that.	16	THE WITNESS: Thank you, Mr President. Thank you, everyone.
	I was also being body-searched already when taken to	17	THE PRESIDENT: We informed you yesterday that we would like
	the coastguard vessel. All my things were taken away	18	the captain to come back, because we have a few
	from me, except of my long underwear; so including my	19	questions to ask him.
2	watch, my medicines, everything was taken away from me.	20	MR PETER WILLCOX (recalled)
2	I was also being body-searched a second time on board	21	THE PRESIDENT: Good morning, and thank you very much for
	22 Arctic Sunrise. But I think that the official statement	22	coming, Mr Willcox. May I remind you that you made
2	of arrest came when we were in Murmansk. That is when	23	a declaration yesterday which is still applicable.
2	24 I got it on paper.	24	THE WITNESS: Yes. Thank you, Mr President. I am aware.
2	25 THE PRESIDENT: Thank you very much indeed. Do my	25	THE PRESIDENT: Thank you very much. We have a few
	Page 9		Page 11
09:55	1 colleagues have any other questions?	10:00 1	questions to ask of you in connection with the evidence
	2 PROFESSOR SYMONIDES: Mr President, as a follow-up to your	2	that you gave yesterday. I will ask first
	question, I would like to ask Ms Saarela the following	3	Des Contract Contract
	4 question: a package which was received by you from the	9	Professor Soons.
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	5 Arctic Sunrise was sent to you because of special status		
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1 1 1 1 1 1 1 2 2 2 2 2	Arctic Sunrise was sent to you because of special status you enjoyed on board of the battleship [Ladoga], or rather for medical humanitarian reasons or humanitarian grounds? A. Thank you. I received one package; I think it was on the evening of the day when we were arrested, taken to the Ladoga. I have some reasons why I need medication on a daily basis, for my thyroid gland, and I always carry this medicine with me. And I also carry a paper saying that I need this medicine, and I had this paper with me in Russian. I also tried to communicate to the medic of the coastguard ship, which was being one of the guards who was guarding me in the beginning, when I was taken there. I was trying to communicate to him that I need this medicine. I was showing the scar of the operation on my throat, which is visible, and I was saying that trying to tell him that I need this, and I think he also understood that. Later on, I have heard that from Arctic Sunrise they	4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	Questions from THE TRIBUNAL PROFESSOR SOONS: Thank you, Mr President. Mr Willcox, my question concerns the decision that you took on the morning of the 18th, as the captain of the Arctic Sunrise, according to paragraph 32 of the original statement of facts that is part of your witness testimony, where it is stated that you refused to allow an inspection. Yesterday in your statement and I quote from the record you said: "Answer: Later that morning, the Russian coastguard vessel announced that they wished to board us for an inspection. We declined the offer", et cetera. Could you elaborate for us a little bit more on the grounds for you to refuse the boarding for an inspection? Although paragraph 13 of the Greenpeace statement of facts is not part of your own witness testimony, I could imagine that you have followed closely the discussions about what happened on August 26th prior with the Arctic Sunrise, where in another context there was a boarding and inspection by the Russian coastguard.
1 1 1 1 1 1 1 2 2 2 2 2	Arctic Sunrise was sent to you because of special status you enjoyed on board of the battleship [Ladoga], or rather for medical humanitarian reasons or humanitarian grounds? A. Thank you. I received one package; I think it was on the evening of the day when we were arrested, taken to the Ladoga. I have some reasons why I need medication on a daily basis, for my thyroid gland, and I always carry this medicine with me. And I also carry a paper saying that I need this medicine, and I had this paper with me in Russian. I also tried to communicate to the medic of the coastguard ship, which was being one of the guards who was guarding me in the beginning, when I was taken there. I was trying to communicate to him that I need this medicine. I was showing the scar of the operation on my throat, which is visible, and I was saying that trying to tell him that I need this, and I think he also understood that. Later on, I have heard that from Arctic Sunrise they	4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	Questions from THE TRIBUNAL PROFESSOR SOONS: Thank you, Mr President. Mr Willcox, my question concerns the decision that you took on the morning of the 18th, as the captain of the Arctic Sunrise, according to paragraph 32 of the original statement of facts that is part of your witness testimony, where it is stated that you refused to allow an inspection. Yesterday in your statement and I quote from the record you said: "Answer: Later that morning, the Russian coastguard vessel announced that they wished to board us for an inspection. We declined the offer", et cetera. Could you elaborate for us a little bit more on the grounds for you to refuse the boarding for an inspection? Although paragraph 13 of the Greenpeace statement of facts is not part of your own witness testimony, I could imagine that you have followed closely the discussions about what happened on August 26th prior with the Arctic Sunrise, where in another context there was a boarding and inspection by the Russian coastguard.

10.02 1	the arroyade for the refused of an increation on the	10.06 1	
10:02 1	the grounds for the refusal of an inspection on the morning of 18th September?	10:06 1	received
	A. Yes, sir. It was my feeling at the time that we were in	2	A. I am talking about the first VHF call, the first
3 4	international waters. We had not been fishing, we had	3 4	announcement over the radio, when the Ladoga asked us to stop or heave to. To my knowledge, that was done when
5	not done any research, we had not carried out any	5	the boats were back at the ship.
6	commercial activity that would give the Russian	6	DR SÁNCHEZ: There is an acknowledgment in this paragraph
7	coastguard a justification for boarding our vessel. And	7	that I just read that this first signal was known to
8	that's why I declined their invitation to an inspection.	8	have happened. Did you have knowledge at some point
9	I didn't think we had done anything to warrant	9	that such a signal had been given?
10	an inspection. In this case, unlike my colleague the	10	A. Oh yes, very definitely.
11	previous month, I didn't want them on board the ship.	11	DR SÁNCHEZ: When did you gain knowledge of that first
12	PROFESSOR SOONS: Could you elaborate a little bit more then	12	signal?
13	on the comparison?	13	A. It was when the small boats were back at the ship, some
14	A. Well, the month before, the ship had been in the Kara	13	time right in that very brief period when they were back
15	Sea. I believe the intent was to get a feeling for how	15	at the ship and being lifted on board.
16	much commercial development was already going on, and	16	DR SÁNCHEZ: How did you gain knowledge of this?
17	what was happening there. They were ordered to leave	17	A. I think I heard the VHF myself. There is some question
18	the area.	18	in my mind whether that was the first call; that I can't
19	I didn't want to give the Russian coastguard	19	recollect, because I was out on the bridge wing several
20	a chance to order us to leave the area. I thought we	20	times to give orders regarding the lifting of the boats.
21	had every right to be there, in a non-commercial	21	But at some point at that time I became aware that such
22	activity, and I didn't want a similar instance where	22	a request had been made.
23	they demanded we leave. That was the primary reason why	23	DR SÁNCHEZ: The next paragraph in what we got yesterday
24	I didn't want them on board the ship.	24	from the Netherlands says:
25	PROFESSOR SOONS: Thank you.	25	"Such a visual signal was given at a later stage, it
23	TROTESSORS OF TRAINING SOL.	23	Such a visual signal was given at a facer stage, it
	Page 13		Page 15
10:04 1	DR SÁNCHEZ: Captain Willcox, yesterday we learned from the	10:08 1	is true. However, by that time, it was certain that
2	Netherlands the following, regarding the signal to stop,	2	none of the RHIBs of the Arctic Sunrise were in the
2 3	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript:	2 3	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone."
2 3 4	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given	2 3 4	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen
2 3 4 5	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas	2 3 4 5	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for
2 3 4 5 6	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical	2 3 4 5 6	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that
2 3 4 5 6 7	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order	2 3 4 5 6 7	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one.
2 3 4 5 6 7 8	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables	2 3 4 5 6 7 8	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of.
2 3 4 5 6 7 8 9	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables it to be seen or heard by the foreign ship', implying	2 3 4 5 6 7 8 9	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of. When the small boats were back to the ship, at about
2 3 4 5 6 7 8 9	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables it to be seen or heard by the foreign ship', implying the proximity of the vessels concerned."	2 3 4 5 6 7 8 9	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of. When the small boats were back to the ship, at about that time; not when they were in the 500-metre zone.
2 3 4 5 6 7 8 9 10	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables it to be seen or heard by the foreign ship', implying the proximity of the vessels concerned." I would like to ask: it is evident from the way this	2 3 4 5 6 7 8 9 10	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of. When the small boats were back to the ship, at about that time; not when they were in the 500-metre zone. When they had returned to the ship, that's when I became
2 3 4 5 6 7 8 9 10 11 12	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables it to be seen or heard by the foreign ship', implying the proximity of the vessels concerned." I would like to ask: it is evident from the way this is said that there was knowledge that such a signal, no	2 3 4 5 6 7 8 9 10 11	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of. When the small boats were back to the ship, at about that time; not when they were in the 500-metre zone. When they had returned to the ship, that's when I became aware that the Ladoga had requested us to heave to.
2 3 4 5 6 7 8 9 10 11 12 13	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables it to be seen or heard by the foreign ship', implying the proximity of the vessels concerned." I would like to ask: it is evident from the way this is said that there was knowledge that such a signal, no matter what the circumstances and the distances, was	2 3 4 5 6 7 8 9 10 11 12 13	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of. When the small boats were back to the ship, at about that time; not when they were in the 500-metre zone. When they had returned to the ship, that's when I became aware that the Ladoga had requested us to heave to. DR SÁNCHEZ: Had you a way to know that all the RHIBs had
2 3 4 5 6 7 8 9 10 11 12 13	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables it to be seen or heard by the foreign ship', implying the proximity of the vessels concerned." I would like to ask: it is evident from the way this is said that there was knowledge that such a signal, no matter what the circumstances and the distances, was given. We would like to know: who perceived this first	2 3 4 5 6 7 8 9 10 11 12 13	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of. When the small boats were back to the ship, at about that time; not when they were in the 500-metre zone. When they had returned to the ship, that's when I became aware that the Ladoga had requested us to heave to. DR SÁNCHEZ: Had you a way to know that all the RHIBs had left the 500-metre zone? Because apparently you were
2 3 4 5 6 7 8 9 10 11 12 13 14	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables it to be seen or heard by the foreign ship', implying the proximity of the vessels concerned." I would like to ask: it is evident from the way this is said that there was knowledge that such a signal, no matter what the circumstances and the distances, was given. We would like to know: who perceived this first signal? Who perceived it and who communicated it to	2 3 4 5 6 7 8 9 10 11 12 13 14	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of. When the small boats were back to the ship, at about that time; not when they were in the 500-metre zone. When they had returned to the ship, that's when I became aware that the Ladoga had requested us to heave to. DR SÁNCHEZ: Had you a way to know that all the RHIBs had left the 500-metre zone? Because apparently you were three nautical miles away from that.
2 3 4 5 6 7 8 9 10 11 12 13 14 15 16	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables it to be seen or heard by the foreign ship', implying the proximity of the vessels concerned." I would like to ask: it is evident from the way this is said that there was knowledge that such a signal, no matter what the circumstances and the distances, was given. We would like to know: who perceived this first signal? Who perceived it and who communicated it to whom?	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of. When the small boats were back to the ship, at about that time; not when they were in the 500-metre zone. When they had returned to the ship, that's when I became aware that the Ladoga had requested us to heave to. DR SÁNCHEZ: Had you a way to know that all the RHIBs had left the 500-metre zone? Because apparently you were three nautical miles away from that. A. That's correct, we were three nautical miles away. And
2 3 4 5 6 7 8 9 10 11 12 13 14 15 16	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables it to be seen or heard by the foreign ship', implying the proximity of the vessels concerned." I would like to ask: it is evident from the way this is said that there was knowledge that such a signal, no matter what the circumstances and the distances, was given. We would like to know: who perceived this first signal? Who perceived it and who communicated it to whom? A. Sir, we did receive a VHF call from the Ladoga. I have	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of. When the small boats were back to the ship, at about that time; not when they were in the 500-metre zone. When they had returned to the ship, that's when I became aware that the Ladoga had requested us to heave to. DR SÁNCHEZ: Had you a way to know that all the RHIBs had left the 500-metre zone? Because apparently you were three nautical miles away from that. A. That's correct, we were three nautical miles away. And I became aware of the request made by the Ladoga when
2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables it to be seen or heard by the foreign ship', implying the proximity of the vessels concerned." I would like to ask: it is evident from the way this is said that there was knowledge that such a signal, no matter what the circumstances and the distances, was given. We would like to know: who perceived this first signal? Who perceived it and who communicated it to whom? A. Sir, we did receive a VHF call from the Ladoga. I have no recollection of one being made before the small boats	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of. When the small boats were back to the ship, at about that time; not when they were in the 500-metre zone. When they had returned to the ship, that's when I became aware that the Ladoga had requested us to heave to. DR SÁNCHEZ: Had you a way to know that all the RHIBs had left the 500-metre zone? Because apparently you were three nautical miles away from that. A. That's correct, we were three nautical miles away. And I became aware of the request made by the Ladoga when the boats were back at the ship.
2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables it to be seen or heard by the foreign ship', implying the proximity of the vessels concerned." I would like to ask: it is evident from the way this is said that there was knowledge that such a signal, no matter what the circumstances and the distances, was given. We would like to know: who perceived this first signal? Who perceived it and who communicated it to whom? A. Sir, we did receive a VHF call from the Ladoga. I have no recollection of one being made before the small boats were back to the Arctic Sunrise, although I want to	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of. When the small boats were back to the ship, at about that time; not when they were in the 500-metre zone. When they had returned to the ship, that's when I became aware that the Ladoga had requested us to heave to. DR SÁNCHEZ: Had you a way to know that all the RHIBs had left the 500-metre zone? Because apparently you were three nautical miles away from that. A. That's correct, we were three nautical miles away. And I became aware of the request made by the Ladoga when the boats were back at the ship. DR SÁNCHEZ: Not only outside of the zone, but already on
2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables it to be seen or heard by the foreign ship', implying the proximity of the vessels concerned." I would like to ask: it is evident from the way this is said that there was knowledge that such a signal, no matter what the circumstances and the distances, was given. We would like to know: who perceived this first signal? Who perceived it and who communicated it to whom? A. Sir, we did receive a VHF call from the Ladoga. I have no recollection of one being made before the small boats were back to the Arctic Sunrise, although I want to point out that I stepped out on the bridge wing several	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of. When the small boats were back to the ship, at about that time; not when they were in the 500-metre zone. When they had returned to the ship, that's when I became aware that the Ladoga had requested us to heave to. DR SÁNCHEZ: Had you a way to know that all the RHIBs had left the 500-metre zone? Because apparently you were three nautical miles away from that. A. That's correct, we were three nautical miles away. And I became aware of the request made by the Ladoga when the boats were back at the ship. DR SÁNCHEZ: Not only outside of the zone, but already on the ship?
2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables it to be seen or heard by the foreign ship', implying the proximity of the vessels concerned." I would like to ask: it is evident from the way this is said that there was knowledge that such a signal, no matter what the circumstances and the distances, was given. We would like to know: who perceived this first signal? Who perceived it and who communicated it to whom? A. Sir, we did receive a VHF call from the Ladoga. I have no recollection of one being made before the small boats were back to the Arctic Sunrise, although I want to point out that I stepped out on the bridge wing several times that morning to issue orders regarding the lifting	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of. When the small boats were back to the ship, at about that time; not when they were in the 500-metre zone. When they had returned to the ship, that's when I became aware that the Ladoga had requested us to heave to. DR SÁNCHEZ: Had you a way to know that all the RHIBs had left the 500-metre zone? Because apparently you were three nautical miles away from that. A. That's correct, we were three nautical miles away. And I became aware of the request made by the Ladoga when the boats were back at the ship. DR SÁNCHEZ: Not only outside of the zone, but already on the ship? A. They would have been way outside the zone: they would
2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables it to be seen or heard by the foreign ship', implying the proximity of the vessels concerned." I would like to ask: it is evident from the way this is said that there was knowledge that such a signal, no matter what the circumstances and the distances, was given. We would like to know: who perceived this first signal? Who perceived it and who communicated it to whom? A. Sir, we did receive a VHF call from the Ladoga. I have no recollection of one being made before the small boats were back to the Arctic Sunrise, although I want to point out that I stepped out on the bridge wing several times that morning to issue orders regarding the lifting of the boats so, just before they came back, I may have	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of. When the small boats were back to the ship, at about that time; not when they were in the 500-metre zone. When they had returned to the ship, that's when I became aware that the Ladoga had requested us to heave to. DR SÁNCHEZ: Had you a way to know that all the RHIBs had left the 500-metre zone? Because apparently you were three nautical miles away from that. A. That's correct, we were three nautical miles away. And I became aware of the request made by the Ladoga when the boats were back at the ship. DR SÁNCHEZ: Not only outside of the zone, but already on the ship? A. They would have been way outside the zone: they would have been at three miles. They didn't all arrive
2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables it to be seen or heard by the foreign ship', implying the proximity of the vessels concerned." I would like to ask: it is evident from the way this is said that there was knowledge that such a signal, no matter what the circumstances and the distances, was given. We would like to know: who perceived this first signal? Who perceived it and who communicated it to whom? A. Sir, we did receive a VHF call from the Ladoga. I have no recollection of one being made before the small boats were back to the Arctic Sunrise, although I want to point out that I stepped out on the bridge wing several times that morning to issue orders regarding the lifting of the boats so, just before they came back, I may have missed that radio call. I certainly was aware of it	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of. When the small boats were back to the ship, at about that time; not when they were in the 500-metre zone. When they had returned to the ship, that's when I became aware that the Ladoga had requested us to heave to. DR SÁNCHEZ: Had you a way to know that all the RHIBs had left the 500-metre zone? Because apparently you were three nautical miles away from that. A. That's correct, we were three nautical miles away. And I became aware of the request made by the Ladoga when the boats were back at the ship. DR SÁNCHEZ: Not only outside of the zone, but already on the ship? A. They would have been way outside the zone: they would have been at three miles. They didn't all arrive precisely at the same point, but within two minutes of
2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables it to be seen or heard by the foreign ship', implying the proximity of the vessels concerned." I would like to ask: it is evident from the way this is said that there was knowledge that such a signal, no matter what the circumstances and the distances, was given. We would like to know: who perceived this first signal? Who perceived it and who communicated it to whom? A. Sir, we did receive a VHF call from the Ladoga. I have no recollection of one being made before the small boats were back to the Arctic Sunrise, although I want to point out that I stepped out on the bridge wing several times that morning to issue orders regarding the lifting of the boats so, just before they came back, I may have missed that radio call. I certainly was aware of it after the boats were back on board.	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of. When the small boats were back to the ship, at about that time; not when they were in the 500-metre zone. When they had returned to the ship, that's when I became aware that the Ladoga had requested us to heave to. DR SÁNCHEZ: Had you a way to know that all the RHIBs had left the 500-metre zone? Because apparently you were three nautical miles away from that. A. That's correct, we were three nautical miles away. And I became aware of the request made by the Ladoga when the boats were back at the ship. DR SÁNCHEZ: Not only outside of the zone, but already on the ship? A. They would have been way outside the zone: they would have been at three miles. They didn't all arrive precisely at the same point, but within two minutes of each other they basically came back. And that's when
2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables it to be seen or heard by the foreign ship', implying the proximity of the vessels concerned." I would like to ask: it is evident from the way this is said that there was knowledge that such a signal, no matter what the circumstances and the distances, was given. We would like to know: who perceived this first signal? Who perceived it and who communicated it to whom? A. Sir, we did receive a VHF call from the Ladoga. I have no recollection of one being made before the small boats were back to the Arctic Sunrise, although I want to point out that I stepped out on the bridge wing several times that morning to issue orders regarding the lifting of the boats so, just before they came back, I may have missed that radio call. I certainly was aware of it	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of. When the small boats were back to the ship, at about that time; not when they were in the 500-metre zone. When they had returned to the ship, that's when I became aware that the Ladoga had requested us to heave to. DR SÁNCHEZ: Had you a way to know that all the RHIBs had left the 500-metre zone? Because apparently you were three nautical miles away from that. A. That's correct, we were three nautical miles away. And I became aware of the request made by the Ladoga when the boats were back at the ship. DR SÁNCHEZ: Not only outside of the zone, but already on the ship? A. They would have been way outside the zone: they would have been at three miles. They didn't all arrive precisely at the same point, but within two minutes of
2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	Netherlands the following, regarding the signal to stop, and it appears at page 25 of the transcript: "The initial order, over the wireless, was given when the Ladoga was close to the Prirazlomnaya, whereas the Arctic Sunrise was approximately three nautical miles away. This casts doubt about whether this order constitutes a signal 'given at a distance which enables it to be seen or heard by the foreign ship', implying the proximity of the vessels concerned." I would like to ask: it is evident from the way this is said that there was knowledge that such a signal, no matter what the circumstances and the distances, was given. We would like to know: who perceived this first signal? Who perceived it and who communicated it to whom? A. Sir, we did receive a VHF call from the Ladoga. I have no recollection of one being made before the small boats were back to the Arctic Sunrise, although I want to point out that I stepped out on the bridge wing several times that morning to issue orders regarding the lifting of the boats so, just before they came back, I may have missed that radio call. I certainly was aware of it after the boats were back on board.	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	none of the RHIBs of the Arctic Sunrise were in the 500-metre safety zone." This implies that the first signal did not happen when all the RHIBs had left the 500-metre zone. So for us it is important to know if you had knowledge of that signal when it was emitted, the first one. A. Yes, I can't remember which signal I became aware of. When the small boats were back to the ship, at about that time; not when they were in the 500-metre zone. When they had returned to the ship, that's when I became aware that the Ladoga had requested us to heave to. DR SÁNCHEZ: Had you a way to know that all the RHIBs had left the 500-metre zone? Because apparently you were three nautical miles away from that. A. That's correct, we were three nautical miles away. And I became aware of the request made by the Ladoga when the boats were back at the ship. DR SÁNCHEZ: Not only outside of the zone, but already on the ship? A. They would have been way outside the zone: they would have been at three miles. They didn't all arrive precisely at the same point, but within two minutes of each other they basically came back. And that's when

10:09 1			
	They were 15 minutes outside the 500-metre zone when	11:29 1	are a little later than anticipated. However, here we
2	that request was made.	2	are.
3	DR SÁNCHEZ: Just to finish, would you have a way to know at	3	Before I start, I would like to inform you that
4			I wanted to speak to three things: we have some
5	5 you heard that first signal? Would you have a way to		reflections on the testimonies by the witnesses, then we
6	6 know?		are making an initial attempt at replying to the
7	A. I will estimate that it was at about 6.25. The boats	7	questions raised by the Tribunal, and then obviously
8	we have a logbook entry indicating the boats were back	8	there will be the formal submissions.
9	on deck at 6.35. So working back, I would estimate that	9	First of all, with your permission, I would like to
10	I became aware of that signal at 6.25, when the boats	10	make a few more general comments reflecting on the case
11	were back; not when they were all up; when they were	11	discussed yesterday and today. Perhaps I would like to
12	back in close proximity to the Arctic Sunrise.	12	start out with the continuing and regretful situation of
13	DR SÁNCHEZ: Thank you very much.	13	the absence of our counterparts; we have been looking at
14	THE PRESIDENT: There are no other questions from the	14	an empty table the past few days. As I mentioned
15	Tribunal. So Mr Willcox, thank you very much indeed for	15	before, and I wish to reiterate, we continue to regret
16	your evidence, and also for being available to answer	16	the non-participation of the Russian Federation. Also
17	these other questions.	17	I think this complicates the task of the Tribunal in
18	I want to ask the Co-Agent if he has any other	18	establishing whether the claim that the Netherlands is
19	questions to ask, in the light of the questions that	19	making is well-founded in fact and in law.
20	have been asked by the Tribunal.	20	With respect to questions of fact, I would note that
21	PROFESSOR LEFEBER: Thank you. No, I don't have any further	21	very recently the International Court of Justice, in its
22	questions for this witness. Thank you, Mr President.	22	judgment last week, on the application of the Convention
23	THE PRESIDENT: Thank you very much. In that case,	23	On the Prevention and Punishment of the Crime of
24	Mr Willcox, that concludes your testimony and we do not	24	Genocide, confirmed that:
25	intend to ask you any further questions.	25	"Whilst the burden of proof rests in principle on
	Page 17		Page 19
10:11 1	THE WITNESS: Thank you, Mr President.	11:31 1	the party which alleges a fact, this does not relieve
2	THE PRESIDENT: Now we come back to the Netherlands, to the	2	the other party of its duty to co-operate 'in the
3	Agent. We want to find out exactly how you want to	3	provision of such evidence as may be in its possession
4			· · · · · · · · · · · · · · · · · · ·
_	proceed subsequent to this.	4	that could assist the court in resolving the dispute
5	PROFESSOR LIJNZAAD: Thank you, Mr President, and good	5	that could assist the court in resolving the dispute submitted to it'."
6	PROFESSOR LIJNZAAD: Thank you, Mr President, and good morning.	5 6	that could assist the court in resolving the dispute submitted to it'." That is paragraph 173 of that decision.
6 7	PROFESSOR LIJNZAAD: Thank you, Mr President, and good morning. On the basis of the testimony that we have just	5 6 7	that could assist the court in resolving the dispute submitted to it'." That is paragraph 173 of that decision. This is exactly the difficulty with the current
6 7 8	PROFESSOR LIJNZAAD: Thank you, Mr President, and good morning. On the basis of the testimony that we have just heard, could I ask that we suspend the meeting for	5 6 7 8	that could assist the court in resolving the dispute submitted to it'." That is paragraph 173 of that decision. This is exactly the difficulty with the current case, in which our opponents have chosen not to appear,
6 7 8 9	PROFESSOR LIJNZAAD: Thank you, Mr President, and good morning. On the basis of the testimony that we have just heard, could I ask that we suspend the meeting for a while, so that we can reflect on what we have heard	5 6 7 8 9	that could assist the court in resolving the dispute submitted to it'." That is paragraph 173 of that decision. This is exactly the difficulty with the current case, in which our opponents have chosen not to appear, in spite of their duty to co-operate such as formulated
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6 7 8 9 10	PROFESSOR LIJNZAAD: Thank you, Mr President, and good morning. On the basis of the testimony that we have just heard, could I ask that we suspend the meeting for a while, so that we can reflect on what we have heard from both witnesses this morning, and review our closing statement and the other information that we still owe	5 6 7 8 9 10	that could assist the court in resolving the dispute submitted to it'." That is paragraph 173 of that decision. This is exactly the difficulty with the current case, in which our opponents have chosen not to appear, in spite of their duty to co-operate such as formulated by the International Court of Justice. Thus, evidence that may be of assistance to this Tribunal is not fully
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6 7 8 9 10 11 12 13	PROFESSOR LIJNZAAD: Thank you, Mr President, and good morning. On the basis of the testimony that we have just heard, could I ask that we suspend the meeting for a while, so that we can reflect on what we have heard from both witnesses this morning, and review our closing statement and the other information that we still owe you. So if we could suspend our meeting for, say, an hour or something like that, and we will return fully	5 6 7 8 9 10 11 12 13	that could assist the court in resolving the dispute submitted to it'." That is paragraph 173 of that decision. This is exactly the difficulty with the current case, in which our opponents have chosen not to appear, in spite of their duty to co-operate such as formulated by the International Court of Justice. Thus, evidence that may be of assistance to this Tribunal is not fully available to you; and the difficulty in establishing facts in a case directly influences determination and
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6 7 8 9 10 11 12 13 14 15	PROFESSOR LIJNZAAD: Thank you, Mr President, and good morning. On the basis of the testimony that we have just heard, could I ask that we suspend the meeting for a while, so that we can reflect on what we have heard from both witnesses this morning, and review our closing statement and the other information that we still owe you. So if we could suspend our meeting for, say, an hour or something like that, and we will return fully prepared for what I think will be the final round, if that is acceptable to the Tribunal? THE PRESIDENT: Yes. I think that is a very reasonable	5 6 7 8 9 10 11 12 13 14 15	that could assist the court in resolving the dispute submitted to it'." That is paragraph 173 of that decision. This is exactly the difficulty with the current case, in which our opponents have chosen not to appear, in spite of their duty to co-operate such as formulated by the International Court of Justice. Thus, evidence that may be of assistance to this Tribunal is not fully available to you; and the difficulty in establishing facts in a case directly influences determination and application of the relevant law. Mr President, members of the Tribunal, the Netherlands called eight witnesses who have all been
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11:32 1	testimonies have given us a more profound impression of	11:36 1	of these questions are of a factual nature, and others
2	the lack of necessity and proportionality of the actions	2	relate to Russian domestic law. We will not be able to
3	of the Russian government: the amount of violence used	3	answer all questions authoritatively at this stage, and
4	in trying to hamper access to Prirazlomnaya, in boarding	4	we cannot but refrain from answering your questions
5	5 the Arctic Sunrise, and in the subsequent law		related to Russian domestic law due to our limited
6	enforcement actions. These actions were much too	6	understanding of foreign legislation. We will answer
7	violent, they were uncalled for, and that is against the	7	the questions in writing within the next two weeks, and
8	law.	8	these answers today are tentative and provisional. But
9	Looking at the testimonies in some detail, I would	9	we thought we would make the effort in order to help
10	like to draw the attention of the Tribunal to the	10	your deliberations.
11	following aspects. The witnesses have all confirmed	11	With these caveats, I will now address each of the
12	that the purpose of the protest action was to attach	12	questions.
13	a banner to Prirazlomnaya. The purpose was not to climb	13	Question A is related to the right of a coastal
14	on the deck of the platform, nor to disturb any of the	14	state to take preventive action. As we demonstrated
15	operations at the platform. Facts indicate that it was	15	yesterday in our oral submissions, we are of the view
16	unlikely to see the protest action otherwise at the time	16	that a coastal state does have the right to prevent or
17	it took place.	17	end a protest action in its exclusive economic zone,
18	Testimony confirms that the two activists that	18	provided that a three-pronged test has been met. The
19	climbed the platform were, like the other members of the	19	response action to prevent or end the protest action
20	so-called "Arctic 30" the people on board the Arctic	20	must have a legal basis in international law; such
21	Sunrise not formally arrested until their arrival in	21	response action must be carried out in accordance with
22	Murmansk.	22	international law; and any subsequent law enforcement
23	Although Greenpeace is obviously familiar with	23	action related thereto must be in accordance with
24	strong responses to its protest actions, the response by	24	international law.
25	the authorities of the Russian Federation in this case	25	As to question B, it is related to the application
			-
	Page 21		Page 23
11:34 1	were more violent than anticipated.	11:38 1	of Articles 9 and 12.2 of the Covenant on Civil and
2	The witnesses also confirm that there was not	2	Political Rights. I think we have demonstrated that the
3	a situation of hot pursuit. First, the RHIBs received	3	principle of reasonableness applies to any law
4	no signal to stop, as is required in Article 111.1 of	4	enforcement actions that are taken under the Convention.
5	the Law of the Sea Convention. No message containing	5	The Netherlands is not inviting the Tribunal to
6	a signal to stop was delivered in such a way that it	6	determine specifically that there is a breach of
7	could be understood by those travelling in the RHIBs.	7	Articles 9 and 12.2 of the Covenant when the Tribunal
8	Secondly, there was not continuing pursuit	8	considers that the contents of these provisions, as
9	culminating in the arrest of the Arctic Sunrise, as is	9	
		,	applied and interpreted by international courts and
10	also required under Article 111.1. The pursuit was	10	applied and interpreted by international courts and tribunals, are an integral part of the principle of
10 11	also required under Article 111.1. The pursuit was interrupted.		
		10	tribunals, are an integral part of the principle of
11	interrupted.	10 11	tribunals, are an integral part of the principle of reasonableness as applicable to law enforcement actions
11 12	interrupted. Thirdly, the unmarked helicopter from which the	10 11 12	tribunals, are an integral part of the principle of reasonableness as applicable to law enforcement actions under the Convention.
11 12 13	interrupted. Thirdly, the unmarked helicopter from which the persons boarding the Arctic Sunrise descended was	10 11 12 13	tribunals, are an integral part of the principle of reasonableness as applicable to law enforcement actions under the Convention. Question C is related to the control of the Russian
11 12 13 14	interrupted. Thirdly, the unmarked helicopter from which the persons boarding the Arctic Sunrise descended was unrecognisable and not "clearly marked and identifiable"	10 11 12 13 14	tribunals, are an integral part of the principle of reasonableness as applicable to law enforcement actions under the Convention. Question C is related to the control of the Russian Federation over Ms Saarela and Mr Weber after their
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11:40 1	After their aborted attempt to climb Prirazlomnaya,	11:43 1	However, as we demonstrated yesterday in our oral
2	they remained within the effective control of the	2	submissions, a coastal state may resort to law
3	authorities of the Russian Federation, and could have	3	enforcement actions in its exclusive economic zone to
4	been arrested at any time.	4	protect its sovereign rights over its non-living
5	I move to question D, which is related to the	5	resources, provided that such actions meet the
6	reasonableness of the response to Greenpeace's announced	6	three-pronged test.
7	actions on 18th September in a safety zone of 500 metres	7	Moving to question G, the Tribunal requested the
8	around Prirazlomnaya. The reasonableness of these	8	Netherlands whether it would be appropriate for the
9	actions must be assessed on the basis of the	9	coastal state to take action without the consent of the
10	three-pronged test I referred to in my earlier answer to	10	flag state where an adverse impact has actually
11	question A. It does not involve an assessment of the	11	occurred. We consider that the coastal state may also
12	boarding of the Arctic Sunrise on 19th September.	12	take such action where there is an imminent threat of
13	The Netherlands considers that there was a legal	13	such adverse impact.
14	basis for the Russian Federation to make an end to the	14	Question H is related to the observation that the
15	protest actions against Prirazlomnaya, but it has	15	Shipping Inspectorate of the Netherlands [said]:
16	concerns about the force used to make an end to the	16	"An offence may have been committed when the RHIBs
17	protest action; and has demonstrated that the subsequent	17	sailed to the platform and dropped the crew off at the
18	law enforcement actions, in particular the serious	18	platform."
19	criminal charges brought against the persons on board,	19	We are not able to assess whether or not the RHIBs
20	and the length of their pre-trial detention, were not in	20	committed an offence under Russian law by entering
21	accordance with international law.	21	a duly established 500-metre zone around Prirazlomnaya.
22	In question E, you, the Tribunal, have requested the	22	This is a caveat I made earlier.
23	Netherlands to provide our best estimate of the exact	23	In contrast, we can authoritatively state that the
24	moment when the last of Greenpeace's RHIBs left the	24	RHIBs did not commit an offence under Dutch law by
25	500-metre safety zone, and the time the first stop order	25	entering the 500-metre zone around Prirazlomnaya. There
	Page 25		Page 27
11:41 1	was given by the Ladoga to the Arctic Sunrise. Based on	11:45 1	is a prohibition in Dutch legislation to enter safety
	was given by the Ladoga to the Arctic Sunrise. Based on the complete factual account, it appears that the last		is a prohibition in Dutch legislation to enter safety zones, but it only applies to maritime areas under the
2	the complete factual account, it appears that the last	2	zones, but it only applies to maritime areas under the
	the complete factual account, it appears that the last of the RHIBs of the Arctic Sunrise left the safety zone		zones, but it only applies to maritime areas under the jurisdiction of the Netherlands.
2 3	the complete factual account, it appears that the last	2 3 4	zones, but it only applies to maritime areas under the jurisdiction of the Netherlands. This state of affairs does not prevent the Shipping
2 3 4	the complete factual account, it appears that the last of the RHIBs of the Arctic Sunrise left the safety zone of 500 metres around Prirazlomnaya no later than 06.07	2 3	zones, but it only applies to maritime areas under the jurisdiction of the Netherlands.
2 3 4 5	the complete factual account, it appears that the last of the RHIBs of the Arctic Sunrise left the safety zone of 500 metres around Prirazlomnaya no later than 06.07 Moscow Standard Time, so 0607 hours, Moscow Standard	2 3 4 5	zones, but it only applies to maritime areas under the jurisdiction of the Netherlands. This state of affairs does not prevent the Shipping Inspectorate from making enquiries and concluding that an offence may have been committed. Such conclusion
2 3 4 5 6	the complete factual account, it appears that the last of the RHIBs of the Arctic Sunrise left the safety zone of 500 metres around Prirazlomnaya no later than 06.07 Moscow Standard Time, so 0607 hours, Moscow Standard Time.	2 3 4 5 6	zones, but it only applies to maritime areas under the jurisdiction of the Netherlands. This state of affairs does not prevent the Shipping Inspectorate from making enquiries and concluding that an offence may have been committed. Such conclusion could be the basis for the Netherlands, as a flag state,
2 3 4 5 6 7	the complete factual account, it appears that the last of the RHIBs of the Arctic Sunrise left the safety zone of 500 metres around Prirazlomnaya no later than 06.07 Moscow Standard Time, so 0607 hours, Moscow Standard Time. It further appears that the first stop order of the	2 3 4 5 6 7	zones, but it only applies to maritime areas under the jurisdiction of the Netherlands. This state of affairs does not prevent the Shipping Inspectorate from making enquiries and concluding that an offence may have been committed. Such conclusion
2 3 4 5 6 7 8	the complete factual account, it appears that the last of the RHIBs of the Arctic Sunrise left the safety zone of 500 metres around Prirazlomnaya no later than 06.07 Moscow Standard Time, so 0607 hours, Moscow Standard Time. It further appears that the first stop order of the Ladoga to the Arctic Sunrise was not given before 06.15	2 3 4 5 6 7 8	zones, but it only applies to maritime areas under the jurisdiction of the Netherlands. This state of affairs does not prevent the Shipping Inspectorate from making enquiries and concluding that an offence may have been committed. Such conclusion could be the basis for the Netherlands, as a flag state, to "take action, where appropriate, in accordance with its national legislation", on the basis of the IMO
2 3 4 5 6 7 8 9	the complete factual account, it appears that the last of the RHIBs of the Arctic Sunrise left the safety zone of 500 metres around Prirazlomnaya no later than 06.07 Moscow Standard Time, so 0607 hours, Moscow Standard Time. It further appears that the first stop order of the Ladoga to the Arctic Sunrise was not given before 06.15 Moscow Standard Time. It seems therefore safe to	2 3 4 5 6 7 8 9	zones, but it only applies to maritime areas under the jurisdiction of the Netherlands. This state of affairs does not prevent the Shipping Inspectorate from making enquiries and concluding that an offence may have been committed. Such conclusion could be the basis for the Netherlands, as a flag state, to "take action, where appropriate, in accordance with
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2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23	the complete factual account, it appears that the last of the RHIBs of the Arctic Sunrise left the safety zone of 500 metres around Prirazlomnaya no later than 06.07 Moscow Standard Time, so 0607 hours, Moscow Standard Time. It further appears that the first stop order of the Ladoga to the Arctic Sunrise was not given before 06.15 Moscow Standard Time. It seems therefore safe to conclude that the RHIBs of the Arctic Sunrise had left a safety zone of 500 metres around Prirazlomnaya at the time the first stop order was given. On the basis of witness testimony given at this hearing, our best estimate of the exact moment when the first stop order was given by the Ladoga to the Arctic Sunrise is 06.25 Moscow Standard Time. I now move to question F, which is related to the rights of a coastal state to ensure compliance with laws concerning the exploitation of non-living resources in the exclusive economic zone. The scope of Article 73 of the Convention is limited to the exploitation of living resources in the exclusive economic zone. The article contains several elements that cannot be applied mutatis	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23	zones, but it only applies to maritime areas under the jurisdiction of the Netherlands. This state of affairs does not prevent the Shipping Inspectorate from making enquiries and concluding that an offence may have been committed. Such conclusion could be the basis for the Netherlands, as a flag state, to "take action, where appropriate, in accordance with its national legislation", on the basis of the IMO resolution on safety zones and safety of navigation around offshore installations and structures, in particular in the case of bad seamanship. Whether the entry of the safety zone amounts to bad seamanship depends on the particular circumstances of such entry. Question I is related to the responsibility of the flag state to take steps to prevent the violation of safety zones, and to prosecute those responsible for such violations. The Netherlands considers that it is the responsibility of the flag state to take steps to ensure safety at sea in accordance with generally accepted regulations, procedures and practices under Article 94.5 of the Convention, and to take any steps which may be necessary to secure their observance.
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2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	the complete factual account, it appears that the last of the RHIBs of the Arctic Sunrise left the safety zone of 500 metres around Prirazlomnaya no later than 06.07 Moscow Standard Time, so 0607 hours, Moscow Standard Time. It further appears that the first stop order of the Ladoga to the Arctic Sunrise was not given before 06.15 Moscow Standard Time. It seems therefore safe to conclude that the RHIBs of the Arctic Sunrise had left a safety zone of 500 metres around Prirazlomnaya at the time the first stop order was given. On the basis of witness testimony given at this hearing, our best estimate of the exact moment when the first stop order was given by the Ladoga to the Arctic Sunrise is 06.25 Moscow Standard Time. I now move to question F, which is related to the rights of a coastal state to ensure compliance with laws concerning the exploitation of non-living resources in the exclusive economic zone. The scope of Article 73 of the Convention is limited to the exploitation of living resources in the exclusive economic zone. The article contains several elements that cannot be applied mutatis mutandis to the exploitation of non-living resources in	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	zones, but it only applies to maritime areas under the jurisdiction of the Netherlands. This state of affairs does not prevent the Shipping Inspectorate from making enquiries and concluding that an offence may have been committed. Such conclusion could be the basis for the Netherlands, as a flag state, to "take action, where appropriate, in accordance with its national legislation", on the basis of the IMO resolution on safety zones and safety of navigation around offshore installations and structures, in particular in the case of bad seamanship. Whether the entry of the safety zone amounts to bad seamanship depends on the particular circumstances of such entry. Question I is related to the responsibility of the flag state to take steps to prevent the violation of safety zones, and to prosecute those responsible for such violations. The Netherlands considers that it is the responsibility of the flag state to take steps to ensure safety at sea in accordance with generally accepted regulations, procedures and practices under Article 94.5 of the Convention, and to take any steps which may be necessary to secure their observance. These generally accepted regulations, procedures and

11:47 1	Preventing Collisions at Sea, the so-called "Colregs".	11:51 1	That the Russian Federation, in boarding,
2	And if the violation of a safety zone endangers safety	2	investigating, inspecting, arresting, detaining and
3	at sea, the flag state should consider prosecuting those	3	seizing the Arctic Sunrise, without the prior consent of
4	responsible for such violations.	4	the Kingdom of the Netherlands, breached its obligations
5	However, the prosecution of those responsible for	5	to the Kingdom of the Netherlands in regard to the
6	a mere violation of a safety zone is the responsibility	6	exercise of jurisdiction by a flag state as provided by
7	of a coastal state. Only the coastal state is competent	7	Articles 56.2 and 58 of the UNCLOS, and Part VII of
8	to establish a safety zone up to 500 metres, and to	8	UNCLOS, and under customary international law.
9	determine the conditions for entry. In the absence of	9	That the Russian Federation, in boarding the Arctic
10	a generally accepted regulation, procedure or practice	10	Sunrise without the prior consent of the Kingdom of the
11	on the establishment, breadth and entry conditions, only	11	Netherlands, to arrest and detain the persons on board
12	the coastal state is in a position to prosecute the	12	the ship, and initiating judicial proceedings against
13	violation of a safety zone it has established.	13	them, breached its obligation to the Kingdom of the
14	Bearing in mind generally accepted regulations,	14	Netherlands in its own right, in the exercise of its
15	procedures and practices to ensure safety at sea under	15	right to diplomatic protection of its nationals, in the
16	Article 94.5 of the Convention, as well as other	16	exercise of its right to seek redress on behalf of the
17	relevant international instruments, such as the IMO	17	persons on board a ship flying the flag of the Kingdom
18	resolution on safety zones and safety of navigation	18	of the Netherlands, irrespective of their nationality,
19	around offshore installations and structures, my	19	and as a non-injured state with a legal interest in
20	government regularly meets with representatives of	20	regard to the right to liberty and security of the
21	non-governmental organisations that operate ships flying	21	persons on board a ship and their right to leave the
22	the flag of the Netherlands. During such meetings, we	22	territory and maritime areas under the jurisdiction of
23	clearly outline our expectations with respect to the	23	a coastal state as provided for by Articles 9 and 12.2
24	conduct of ships during protest at sea, including	24	of the Covenant on Civil and Political Rights, and under
25	compliance with duly established safety zones.	25	customary international law.
	•		·
	Page 29		Page 31
11:49 1	International maritime legislation should be complied	11:52 1	That the Russian Federation, in applying national
2	with to ensure safety at sea and the protection of the	2	legislation related to artificial islands, installations
3	marine environment.	3	and structures in the exclusive economic zone vis-à-vis
4	Mr President, members of the Tribunal, I would now	4	the Netherlands, including ships flying its flag, [and]
5	like to turn to the conclusion of our pleadings and	5	extending the breadth of safety zones around artificial
6	present our final submissions. On the grounds set out	6	islands, installations and structures in its exclusive
7	in the written pleadings and elaborated on in the course	7	economic zone beyond the extent allowed under UNCLOS,
8	of the oral statement, the Kingdom of the Netherlands	8	breached its obligations to the Kingdom of the
9	respectfully submits the following submissions.	9	Netherlands, first in its own right, in the exercise of
10	Pursuant to the Tribunal's intention not to deal	10	its right to protect a ship flying its flag, in regard
11	with the issue of compensation at the present hearing,	11	to the freedom of navigation, the exercise of
12	the Netherlands reserves the right to present its	12	jurisdiction by a flag state, and the freedom to protest
13	submissions concerning compensation at a later stage.	13	at sea as provided by Articles 56.2, 58.1 and 60.4 of
14	The Kingdom of the Netherlands requests the Arbitral	14	the Law of the Sea Convention, as well as Part VII of
15	Tribunal to adjudge and declare:	15	the Law of the Sea Convention, and under customary
16	That the Russian Federation, in boarding,	16	international law; and second, as a non-injured state
17	investigating, inspecting, arresting, detaining and	17	with a legal interest in regard to the freedom of
18	seizing the Arctic Sunrise, without the prior consent of	18	navigation.
19	the Kingdom of the Netherlands, breached its obligation	19	That the Russian Federation, in bringing serious
20			
	to the Kingdom of the Netherlands in its own right, in	20	criminal charges against the persons on board the Arctic
21	the exercise of its right to protect a ship flying its	21	Sunrise, that is piracy and hooliganism, and keeping
22	the exercise of its right to protect a ship flying its flag, and as a non-injured state with a legal interest,	21 22	Sunrise, that is piracy and hooliganism, and keeping them in pre-trial detention for an extended period of
22 23	the exercise of its right to protect a ship flying its flag, and as a non-injured state with a legal interest, in regard to the freedom of navigation as provided in	21 22 23	Sunrise, that is piracy and hooliganism, and keeping them in pre-trial detention for an extended period of time, breached its obligations to the Kingdom of the
22 23 24	the exercise of its right to protect a ship flying its flag, and as a non-injured state with a legal interest, in regard to the freedom of navigation as provided in Articles 58.1 and 87.1(a) of the Law of the Sea	21 22 23 24	Sunrise, that is piracy and hooliganism, and keeping them in pre-trial detention for an extended period of time, breached its obligations to the Kingdom of the Netherlands in its own right, in the exercise of its
22 23	the exercise of its right to protect a ship flying its flag, and as a non-injured state with a legal interest, in regard to the freedom of navigation as provided in	21 22 23	Sunrise, that is piracy and hooliganism, and keeping them in pre-trial detention for an extended period of time, breached its obligations to the Kingdom of the
22 23 24	the exercise of its right to protect a ship flying its flag, and as a non-injured state with a legal interest, in regard to the freedom of navigation as provided in Articles 58.1 and 87.1(a) of the Law of the Sea	21 22 23 24	Sunrise, that is piracy and hooliganism, and keeping them in pre-trial detention for an extended period of time, breached its obligations to the Kingdom of the Netherlands in its own right, in the exercise of its
22 23 24	the exercise of its right to protect a ship flying its flag, and as a non-injured state with a legal interest, in regard to the freedom of navigation as provided in Articles 58.1 and 87.1(a) of the Law of the Sea Convention, and under customary international law.	21 22 23 24	Sunrise, that is piracy and hooliganism, and keeping them in pre-trial detention for an extended period of time, breached its obligations to the Kingdom of the Netherlands in its own right, in the exercise of its right to protect a ship flying its flag, in the exercise

11:54 1	of its right to diplomatic protection of its nationals,	11:58 1	We also request this Tribunal to reward, in the form
2	in the exercise of its right to seek redress on behalf	2	of restitution, an order to the Russian Federation to
3	of persons on board a ship flying the flag of the	3	issue a Notice to Mariners revoking existing Notices to
4	Kingdom of the Netherlands, irrespective of their	4	Mariners relating to the Prirazlomnaya, including in
5	nationality, and as a non-injured state with a legal	5	particular Notices to Mariners no. 51/2011, and Notices
6	interest in regard to the freedom of protest at sea	6	to Mariners no. 21/2014, and replacing them by Notices
7	provided by Articles 56.2 and 58.1 of the Law of the Sea	7	to Mariners that are in accordance with the Law of the
8	Convention, and Part VII of UNCLOS, and under customary	8	Sea Convention.
9	international law.	9	We would also like to see the return of the objects
10	That the Russian Federation, in not timely and fully	10	belonging to the Arctic Sunrise which have not yet been
11	complementing the order of the Law of the Sea Tribunal,	11	returned, and the return of personal belongings of the
12	breached its obligations to the Kingdom of the	12	persons on board the Arctic Sunrise which have not yet
13	Netherlands in its own right, in regard to the	13	been returned, and also the formal dismissal of the
14	compliance with provisional measures as provided for by	14	charges of piracy and hooliganism brought against the
15	Articles 290.6 and 296.1 of the Law of the Sea	15	persons who were on board the Arctic Sunrise.
16	Convention, and Part XV and Article 300 of the	16	Finally, we request this Tribunal to award in the
17	Convention.	17	form of compensation for material damages suffered by
18	That the Russian Federation, in not making the	18	the Kingdom of the Netherlands due to the issuance of
19	required payments to contribute to the Tribunal's	19	the bank guarantee, and due to the non-participation of
20	expenses, breached its obligations to the Kingdom of the	20	
21	Netherlands in its own right, in regard to the equal	21	for material and non-material damage suffered as
22	sharing of the Tribunal's expenses as provided for by	22	a result of the law enforcement acts against the Arctic
23	Article 7 of Annex VII of the Convention, Articles 31	23	Sunrise and the persons on board the ship.
24	and 33 of the Tribunal's Rules of Procedure, paragraph 7	24	With respect to compensation, the Netherlands
25	of the Tribunal's Procedural Order No. 1, and Part XV	25	reserves the right to present its submissions at a later
	D 22		D 25
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11:56 1	and Article 300 of the Convention.	11:59 1	stage, pursuant to the Tribunal's instructions that it
2	Mr President, members of the Tribunal, these	2	would not intend to deal with the issue of compensation
3	violations constitute internationally wrongful acts	3	at this stage, at the present hearing.
4	entailing the international responsibility of the	4	With that, Mr President, members of the Tribunal,
5	Russian Federation.	5	I now end our pleadings. It has been an honour for me
6	These internationally wrongful acts involve legal	6	and the other members of my delegation to present our
7	consequences requiring the Russian Federation (a) to	7	arguments to this Tribunal. Mr President, members of
8	cease, forthwith, the internationally wrongful acts	8	the Tribunal, thank you for your kind attention.
9	continuing in time, as specified in section V.2.7 of the	9	THE PRESIDENT: Thank you very, very much indeed for those
10	Memorial; (b) to provide the Kingdom of the Netherlands	10	remarks, and thank you very much for the expressions of
11	with appropriate assurances and guarantees of	11	gratitude to the Tribunal.
12	non-repetition of all the internationally wrongful acts	12	We have taken due note of all that you have said,
13	just referred to, as specified in section V.2.7 of the	13	and we will come back to this in our deliberations.
14	Memorial; (c) to provide the Kingdom of the Netherlands	14	Yesterday, during the opening statement, the
15	full reparation for the injuries caused by all the	15	Co-Agent for the Netherlands discussed several examples
16	internationally wrongful acts I have referred to.	16	of the Netherlands' recent practice in response to
17	With respect to reparation, the Kingdom of the	17	Greenpeace actions at sea, both as a flag state and as
18	Netherlands respectfully submits the Tribunal to award,	18	a coastal state. This discussion can be found at pages
19	first, in the form of satisfaction, a declaratory	19	33 to 48 of the hearing transcript, which I am sure you
20	judgment on the wrongfulness of the conduct of the	20	have.
21	Russian Federation in respect of all five	21	To the extent that the Netherlands wishes the
22	internationally wrongful acts indicated in the Memorial,	22	Tribunal to rely on the information provided by the
23	and a formal apology from the Russian Federation for its	23	Co-Agent in this respect, the Tribunal invites the
24	wrongful conduct in respect of all five internationally	24	Netherlands to submit official documentation concerning
25	wrongful acts indicated in the Memorial.	25	the various proceedings, which we will then examine.
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12:01 1	This invitation is made pursuant to paragraph 22.4 of	12:06 1	that they will extend this also to their authorities
2	the Rules of Procedure of this Tribunal, which concerns	2	back home.
3	the production of documents. It also relates to	3	We will now, as a tribunal, retire to deliberate on
4	paragraph 15.3 of the Rules of Procedure, according to	4	these issues. We will in due course inform the
5	which any document submitted to the Tribunal in	5	Netherlands and the Russian Federation of the time when
6	a language other than English shall be accompanied by	6	the Tribunal will be ready to issue its judgment or its
7	a translation into English.	7	award.
8	These documents which the Tribunal has requested	8	That having been said, if we have any requests that
9	should be submitted to the Tribunal by Wednesday,	9	we think that we should ask of the Netherlands, we will
10	25th February, that is two weeks from now.	10	let the Netherlands know. But in the absence of any of
11	As to the responses of the Netherlands to the	11	those requests, I now declare this hearing closed, and
12	Tribunal's questions of 9th February, the Tribunal is	12	I wish every one of you a safe return journey home.
13	very grateful indeed to the Netherlands for the	13	Thank you very much indeed, and maybe I will say not
14	preliminary responses that it has provided orally today.	14	goodbye, but au revoir. Thank you very much.
15	We understand that the Netherlands proposes to elaborate	15	PROFESSOR LIJNZAAD: Thank you.
16	further on these answers, and the Tribunal will expect	16	(12.07 pm)
17	the Netherlands in due course to provide its full and	17	(The hearing concluded)
18	final responses in writing, as soon as possible, and in	18	
19	any event not later than 25th February 2015.	19	
20	At paragraph 28 of the addendum and corrigendum to	20	
21	the Greenpeace Statement of Facts, Greenpeace indicates	21	
22 23	that some items belonging to the Arctic Sunrise and the	22 23	
23	persons on board, including electronic devices, are in transit to the Netherlands and will be subsequently		
25	analysed and read. At paragraph 26, Greenpeace also	24	
23	anarysed and read. At paragraph 20, Greenpeace also	25	
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12:04 1	refers to a video that has not yet been fully analysed.		
12.04 1	The Tribunal invites the Netherlands, in responding		
3	to question E that is the former question 8 of the		
4	further questions posed by the Tribunal on		
5	9th February to indicate whether the analysis of the		
6	video in question and of any additional electronic		
7	devices would shed any further light on this matter.		
8	The Tribunal will be grateful indeed for whatever		
9	information the Netherlands will be able to provide.		
10	I will shortly be declaring this hearing closed.		
11	But before I do so, please allow me to thank the staff		
12	of the Palais Niederösterreich for their assistance;		
13	Mrs Claire Hill for her court reporter services, which		
14	have been absolutely helpful to us; the interpreters,		
15	Ms Van Erkel and Mr Mikheyev, who were here yesterday,		
16	but are not present today. We thank them very, very		
17	much for their very, very helpful contribution to our		
18	work.		
19	Of course, I would like to express our thanks to the		
20	Registrar, Ms Sarah Grimmer, and Ms Evgéniya		
21	Goriatcheva, of the Permanent Court of Arbitration, for		
22	the very considerable assistance that they have given to		
23	us in these proceedings. I also thank the Netherlands		
24	for their help, both in the oral and written		
25	submissions, for which we congratulate them, and we hope		
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