MEDITERRANEAN ACTION PLAN (MAP)
REGIONAL MARINE POLLUTION EMERGENCY RESPONSE CENTRE FOR THE MEDITERRANEAN SEA (REMPEC)

Meeting of the Mediterranean Network of
Law Enforcement Officials relating to MARPOL
within the framework of the Barcelona Convention (MENELAS)

REMPEC/WG.38/3
Date: 28 September 2015

Toulon, France, 29 September – 1 October 2015

Original: English

Agenda Item 3

STANDARD POLLUTION REPORTING FORMATS

Note by the Secretariat

SUMMARY

Executive Summary: This document provides information on the standard pollution accidents reporting format (POLREP) and other pollution reporting formats.

Action to be taken: Paragraph 12

Related documents: REMPEC/WG.33/INF.3, REMPEC/WG.37/10, REMPEC/WG.37/16

Introduction

1 The Seminar launching the Network of Prosecutors and Investigators to Combat Voluntary Marine Pollution in the Mediterranean, which was organised in Marseille, France from 8 to 9 June 2009, by the French Ministry of Justice with the support of the World Bank and the International Development Law Organization (IDLO), and the Second Meeting of the Network of Mediterranean Environmental Prosecutors, which was organised in Marseille, France from 15 to 16 March 2010, by the World Bank through the Center for Mediterranean Integration (CMI), and the French Ministry of Justice, identified that the lack of detailed and well-considered oil pollution detection reports may constitute the weakest link in the prosecution of offenders.

2 It was then suggested that a working group be set up and tasked with the development of a model for the reporting of offences. The working group was to ensure that the model did not leave out any substantive item or element when gathering evidence.

3 Also, it appeared that if all the coastal States were to adopt a single and common reporting model, that would not only strengthen the value of the procedures established at the national level but also facilitate cooperation between States since such a common model would help all parties involved to easily understand the various items showing the commission of an offence.

4 At the time, some countries argued that the standard pollution accidents reporting format (POLREP), reproduced in Annex I to the present document, and related procedures provided under the International Convention for the Prevention of Pollution from Ships (MARPOL) was already a "standardised" reporting tool. However, POLREP was not designed to serve as a report to prosecute offenders. It is also to be noted that other regional agreements developed specific offence detection/investigation models.

5 Most recently, the issue of monitoring of illicit discharges from ships was also addressed during the Eleventh Meeting of the Focal Points of the Regional Marine Pollution Emergency

Response Centre for the Mediterranean Sea (REMPEC), which was held in Attard, Malta, from 15 to 17 June 2015.

6 Whilst acknowledging that POLREP and the related procedures had been in place to report accidental pollutions, several delegations recommended that POLREP should be used to report both accidental pollution and illicit discharges.

7 The Meeting requested the Secretariat to further discuss the issue at the present meeting avoiding duplications and additional burden through a new format.

Standard pollution accidents reporting format (POLREP)

8 POLREP is for use between Contracting Parties to the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean ("the Barcelona Convention") themselves and between the Contracting Parties to the Barcelona Convention and the Centre, for exchanging information when pollution of the sea has occurred or when a threat of such is present.

9 The POLREP is divided into three parts:

.1 Part I or POLWARN	POLlution WARNing	gives first information or warning of the pollution or the threat.
.2 Part II or POLINF	POLlution INFormation	gives detailed supplementary report as well as situation reports.
.3 Part III or POLFAC	POLlution FACilities	is used for requesting assistance from other Contracting Parties and for defining operational matters related to the assistance.

10 The division into three parts is only for identification purposes. Part II is the logical consequence of part I. Having transmitted part I, the Party concerned can inform the other Parties of its assessment of the nature and extent of the incident by using the appropriate figures from part II. Part III is for the request for assistance and related matters exclusively.

Other pollution reporting formats

11 During the Meeting on the Establishment of a Network of Law Enforcement Officials relating to MARPOL in the Mediterranean Sea (MENELAS), which was organised by the Centre in Palma de Mallorca, Spain, between the 25 and 26 June 2013, two marine pollution reports templates were presented, as follows:

.1 the standard Pollution Observation/Detection Log, which is used by both the Contracting Parties to the Convention on the Protection of the Marine Environment of the Baltic Sea Area, 1992 (Helsinki Convention) and the Contracting Parties to the Agreement for cooperation in dealing with pollution of the North Sea by oil and other harmful substances (Bonn Agreement); and

.2 the model for the reporting of offences entitled "Marine Oil Pollution Detection / Investigation Report", reproduced in Annex II to the present document, which is a marine oil pollution official reporting form drafted by an informal Working Group convened by the French Ministry of Justice (REMPEC/WG.33/INF.3).

Actions requested by the Meeting

12 **The Meeting is invited to**:

.1 **take note** of the information provided in the present document; and

.2 **comment** as deemed appropriate.

ANNEX I

Standard pollution accidents reporting format (POLREP)

POLREP POLLUTION REPORTING SYSTEM (POLREP)

INTRODUCTORY PART

ADDRESS	ORIGINE:
	DESTINATION:
DTG (Day Time Group)	
SERIAL NUMBER	

Partie I (POLWARN)

1 DATE AND TIME	
2 POSITION	
3 INCIDENT	
4 OUTFLOW	
5 ACKNOWLEDGE	

Partie II (POLINF)

40	DATE AND TIME	
41	POSITION AND/OR EXTENT OF POLLUTION ON/ABOVE/IN THE SEA	
42	CHARACTERISTICS OF POLLUTION	
43	SOURCES AND CAUSE OF POLLUTION	
44	WIND DIRECTION AND SPEED	
45	CURRENT DIRECTION AND SPEED AND/OR TIDE	
46	SEA STATE AND VISIBILITY	
47	DRIFT OF POLLUTION	
48	FORECAST OF LIKELY EFFECT OF POLLUTION AND ZONES AFFECTED	
49	IDENTITY OF OBSERVER/REPORTER IDENTITY OF SHIPS ON SCENE	
50	ACTION TAKEN	
51	PHOTOGRAPHS OR SAMPLES	
52	NAMES OF OTHER STATES AND ORGANIZATIONS INFORMED	
53-59	SPARE FOR ANY OTHER RELEVANT INFORMATION	
60	ACKNOWLEDGE	

Partie III (POLFAC)

80	DATE AND TIME	
81	REQUEST FOR ASSISTANCE	
82	COST	
83	PRE-ARRANGEMENTS FOR DELIVERY OF ASSISTANCE	
84	TO WHERE ASSISTANCE SHOULD BE RENDERED AND HOW	
85	NAMES OF OTHER STATES AND ORGANIZATIONS	
86	CHANGE OF COMMAND	
87	EXCHANGE OF INFORMATION	
88-98	SPARE FOR ANY OTHER RELEVANT REQUIREMENTS OR INSTRUCTIONS	
99	ACKNOWLEDGE	

ANNEX II

Marine Oil Pollution Detection / Investigation Report

(REMPEC/WG.33/INF.3)

1. IDENTIFICATION OF THE REPORTING OFFICER

1.1.- Name, surname, grade, position

1.2.- Administration / organisation

1.3.- Name of ship / Aircraft identification

1.4.- Port or base of registration

2. DESCRIPTION OF SHIP(S) SUSPECTED OF HAVING CARRIED OUT THE SPILL

2.1.- Name of ship:

2.2.- Reasons for suspecting the ship :

2.3.- Date : Time UTC : (specify whether the initial finding corresponds to a radar detection or to a visual observation)

2.4.- Position of ship: latitude - longitude

2.5.- Flag : Port of registration:

2.6.- Type of ship: ☐·tanker ☐·cargo ☐·fishing ☐·passenger

- Estimated tonnage: tons
- Colour of ship : Hull : superstructure :
- Marks on ship's funnel(s) :

2.7.- Draught : (loaded or in ballast condition)

2.8.- Course : degrees - Approximate speed : knots

2.9.- Position of spill in relation to the ship (e.g.: rear, starboard; portside) :

2.10.- Section of ship from where the spill may have leaked :

2.11.- Did the spill stop when the ship was observed or contacted by radio ?

☐·YES ☐·NO

3. FEATURES OF THE SLICK

3.1.- Observations :

Date : Time (UTC) :

3.2.- Location of slick: latitude : longitude :

Other possible slick: latitude : longitude :

3.3.- Approximate distance from the nearest land-mark : (in miles / km)

3.4.- Overall size of oil slick:

- Length : km Width : km Area : km²

- Other possible slick:
- Length : km Width : km Area : km²

3.5.- Description of oil slick:

- Shape : ☐·continuous ☐·spots stripes
- Recovery rate : %
- Estimation of polluted area : (area in km², * % of recovery)

- Direction : Direction of other possible spill :

3.6.- Appearence of oil slick (apparence code, Bonn Agreement) :

- CATEGORY 1 – SHEEN : % - m^3 (polluted area * % 0,04)
- CATEGORY 2 – RAINBOW : % - m^3 (polluted area * % 0,3)
- CATEGORY 3 – METALIC : % - m^3 (polluted area * % 5)
- CATEGORY 4 –DISCONTINUOUS TRUE COLOR : % - m^3 (polluted area * % 50)
- CATEGORY 4 – CONTINUOUS TRUE COLOR : % - m^3 (polluted area * % 200)

4. SITUATION *IN SITU*

4.1.- Sky condition : Brightness : Visibility : (km) at time of observation
Rainfall : Clouds :

4.2.- Sea conditions :

4.3.- Surface wind: direction : velocity : knots :

4.4.- Currents direction and velocity:

5. IDENTIFICATION OF OBSERVER(S)

5.1.- Name and firstname:

5.2.- Organisation (if relevant) :

5.3.- Position within the organisation :

5.4.- Observation from (seacraft, aircraft, shore or other place) :

5.5.- Name of seacraft or aircraft aboard of which observation was made :

5.6.- Exact position of seacraft :

(Indicate under § 8 at what time top position was taken in relation to the ship)

5.7.- Location on shore or any other place from where observation was made:

5.8.- What was the observer doing when s/he spotted the spill [e.g.: patroling, flight (flight from…. to….], etc.

6. METHOD OF OBSERVATION AND DOCUMENTATION

6.1.- Visual observation :

6.2.- Photographs : ☐·film ☐·digital

6.3.- Number of photos (attached) : ☐·color ☐·B&W

6.4.- Telephotos : Remote recording :

6.5.- Sample(s) taken : ☐·in the slick ☐·aboard

6.6.- Other forms of observation :

7. OTHER INFORMATION IF A RADIO CONTACT WAS MADE

7.1.- Frequency used :

7.2.- Information on the pollution provided by shipmaster :

7.3.- Explanations provided by shipmaster :

7.4.- Last port of call of ship :

7.5.- Next port of call of ship :

7.6.- Name, firstname and nationality of:

- shipmaster :
- chief engineer :
- watchkeeping officer :
- ship owner :

7.7.- Call sign of ship :

8. ADDITIONAL INFORMATION - SUMMARY

This narrative part of the Report should describe, in a chronological order, all events, manœuvres, operations and observations made (from approach manœuvre until such time when the aircraft has left the slick area).

For good quality reporting, pilot may record his observations then transcribe the substance thereof in a full report.

9. INSTRUMENTS ALLEGEDLY BREACHED

These facts may constitute an infringement of the provisions of:

- international instruments : International Convention for the Prévention of Pollution from Ships, London 2 November 1973, and amended by the 1978 Protocole (MARPOL 73/78)
- national instruments :

Made at : (e.g.: on board...)

Signed