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

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

REMPEC/WG.48/2  
Date: 19 April 2021

Online, 21-22 April 2021

Original: English

Agenda Item 2

**DRAFT COMMON MARINE OIL POLLUTION DETECTION/INVESTIGATION REPORT**

**Note by the Secretariat**

**SUMMARY**

**Executive Summary:** This document provides information on the further development and practical use of a draft common marine oil pollution detection/investigation report within the framework of the Barcelona Convention and MENELAS.

**Actions to be taken:** Paragraph 10

**Related documents:** REMPEC/WG.33/INF.3, REMPEC/WG.42/5, REMPEC/WG.48/INF.6

**Background**

1 The Third Meeting of the Mediterranean Network of Law Enforcement Officials relating to the International Convention for the Prevention of Pollution from Ships (MARPOL) within the framework of the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean ("the Barcelona Convention") (MENELAS), which was convened in Valletta, Malta, from 15 to 16 October 2019, agreed to include the preparation of a draft common marine oil pollution detection/investigation report in the MENELAS Programme of Activities for the period 2020-2021, amongst others (REMPEC/WG.48/INF.6).

**Review of standard forms adopted by other regional and international organisations to report detected pollution**

2 The following regional and international organisations adopted similar, if not identical, standard forms to report detected pollution:

- .1 the International Maritime Organization (IMO)<sup>1</sup>;
- .2 the North Sea Network of Investigators and Prosecutors (NSN), a body associated with the Commission established by the Convention for the Protection of the Marine Environment of the North-East Atlantic (OSPAR Convention), hereinafter referred to as the OSPAR Commission<sup>2</sup>;

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<sup>1</sup> All Contracting Parties to the Barcelona Convention, except the European Union (EU), are also IMO Member States, noting that the European Commission concluded an agreement of cooperation with IMO and thus has observer status.

<sup>2</sup> Three (3) Contracting Parties to the Barcelona Convention, namely the EU, France, and Spain, are also Contracting Parties to the OSPAR Convention.

- .3 the Agreement for Cooperation in Dealing with Pollution of the North Sea by Oil and Other Harmful Substances, 1983 (Bonn Agreement)<sup>3</sup>; and
- .4 the Baltic Marine Environment Protection Commission (Helsinki Commission or HELCOM), which is the governing body of the Convention on the Protection of the Marine Environment of the Baltic Sea Area (Helsinki Convention)<sup>4</sup>.

3 Further details on the context and use of the said standard forms, as laid down in the following manuals adopted by the various organisations, are provided in document REMPEC/WG.42/5<sup>5</sup>:

- .1 the North Sea Manual on Maritime Oil Pollution Offences, jointly developed by the NSN and the Bonn Agreement;
- .2 the Bonn Agreement Counter Pollution Manual;
- .3 the Bonn Agreement Aerial Operations Handbook, 2009; and
- .4 the HELCOM Manual on Co-operation in Response to Marine Pollution.

#### **Analysis of the similarities and differences presented by various marine oil pollution detection/investigation reports**

4 In 2019, with a view to being as comprehensive as possible, the Secretariat compared the specific marine oil pollution detection/investigation report templates provided at that time by Greece and France with the model for the reporting of offences entitled "Marine Oil Pollution Detection / Investigation Report", which was 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), as well as the standard forms to report detected pollution referred to in the previous section, namely:

- .1 the Standard Pollution Observation / Detection Log jointly, as jointly developed and used as a common form by the Bonn Agreement and HELCOM; and
- .2 the Pollution Observation/Detection Report on Polluters and Combatable Spills, as developed by IMO, and as used as a common form by the Bonn Agreement and HELCOM.

5 The Secretariat's analysis of the similarities and differences presented by the various marine oil pollution detection/investigation reports is set out in Appendix VIII to document REMPEC/WG.42/5.

#### **Next steps and timeline**

6 Considering the experience gained by other regional and international organisations to report detected pollution, namely the OSPAR Commission and the NSN as well as the Bonn Agreement and HELCOM, through the operational implementation of the manuals they respectively developed and adopted, as referred to in paragraph 3, the Secretariat proposes to take the following standard forms as a basis for the further development of a draft common marine oil pollution detection/investigation report within the framework of the Barcelona Convention and MENELAS:

- .1 the Standard Pollution Observation / Detection Log and Completion Guide, as presented in **Appendix I** and **Appendix II** respectively to the present document; and
- .2 the Pollution Observation/Detection Report on Polluters and Combatable Spills (IMO), as presented in **Appendix III** to the present document.

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<sup>3</sup> Two (2) Contracting Parties to the Barcelona Convention, namely the EU and France, are also Contracting Parties to the Bonn Agreement.

<sup>4</sup> One (1) Contracting Party to the Barcelona Convention, namely the EU, is also a Contracting Party to the Helsinki Convention.

<sup>5</sup> Available at: <https://www.rempec.org/en/knowledge-centre/online-catalogue/e-menelas-2017-wg-42-5-marine-oil-pollution-detection-investigation-report.pdf>.

7 In doing so, the Secretariat also proposes to liaise with the regional and international organisations referred to in paragraph 6 to obtain further information on the practical use of the standard forms referred thereto and explore the possibility to jointly develop with the Bonn Agreement and HELCOM similar forms that could also apply to the Mediterranean Sea area.

8 Moreover, with a view to obtaining first-hand experience in the Mediterranean region with the implementation of the standard forms referred to in paragraph 6, as well as enhancing operational cooperation in this field, the Secretariat recommends that the said forms are used during a coordinated aerial surveillance operation for illicit ship pollution discharges in the Mediterranean, with the participation of coastal States from the Mediterranean as well as the Secretariat of the Accord relatif à la Protection de l'Environnement Marin et Côtier d'une Zone de la Mer Méditerranée (Accord RAMOGE), and possibly, interested Contracting Parties to the Bonn Agreement and/or HELCOM and their respective secretariats.

9 In this context, the Secretariat considers that the further development of a draft common marine oil pollution detection/investigation report within the framework of the Barcelona Convention and MENELAS should be included in the MENELAS Programme of Activities for the period 2022-2023, and that the Fourteenth Meeting of the Focal Points of the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) (online, 31 May-2 June 2021) should be informed of the proposals set out in the present document.

#### **Actions requested by the Meeting**

10 **The Meeting is invited to:**

- .1 **take note** of the information provided in the present document; and
- .2 **comment** as deemed appropriate.



**APPENDIX I**

**Standard Pollution Observation / Detection Log**

(Bonn Agreement Counter Pollution Manual)



**Annex 1**

HELCOM  BONN AGREEMENT STANDARD POLLUTION OBSERVATION / DETECTION LOG  NO POLLUTION DETECTED

REPORTING AUTHORITY	AIRCRAFT REG	MISSION No	CAPTAIN	CO PILOT	OPERATOR	OBSERVER	DAY	DATE	MONTH	YEAR

FLIGHT TYPE	ROUTE / AREA	TIME OVER THE SEA DAY		TIME OVER THE SEA NIGHT		TOTAL TIME OVER THE SEA	
		hrs	mins	hrs	mins	hrs	mins

No	AREA CODE	TIME UTC	POSITION		DIMENSIONS		AREA COVER %	OILED AREA Km <sup>2</sup>	OIL APPEARANCE COVERAGE (PERCENTAGE - %)						MINIMUM VOLUME m <sup>3</sup>	MAXIMUM VOLUME m <sup>3</sup>	COMBAT Y / N
			LATITUDE 'NORTH'	LONGITUDE 'EAST/WEST'	LENGTH Km	WIDTH Km			1	2	3	4	5	Oth			

No	POLL TYPE	DETECTION						PHOTO Y / N	VIDEO Y / N	FLIR Y / N	WEATHER					REMARKS	
		SLAR	IR	UV	VIS	MW	LF				WIND	CLOUD	VIS	SEA	Wx		

No	REMARKS	OIL APPEARANCE TABLE			
		No	OIL APPEARANCE DESCRIPTION	MINIMUM VOLUME m <sup>3</sup> / km <sup>2</sup>	MAXIMUM VOLUME m <sup>3</sup> / km <sup>2</sup>
		1	SHEEN	0.04	0.30
		2	RAINBOW	0.30	5.00
		3	METALLIC	5.00	50.0
		4	DISCONTINUOUS TRUE COLOUR	50.0	200
		5	TRUE COLOUR	200	>200



**APPENDIX II**

**Standard Pollution Observation Log Completion Guide**

(Bonn Agreement Counter Pollution Manual)



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## STANDARD POLLUTION OBSERVATION LOG COMPLETION GUIDE

<b>HELCOM:</b>	Tick HELCOM Box if the flight is in HELCOM Area
<b>BONN AGREEMENT:</b>	Tick BONN AGREEMENT Box if flight is in Bonn Agreement Area
<b>NO POLLUTION DETECTED:</b>	Tick NO POLLUTION DETECTED if no pollution is detected
<b>REPORTING AUTHORITY:</b>	National Authority Responsible for Pollution Control.
<b>AIRCRAFT REG:</b>	Aircraft Registration Letters / Numbers.
<b>MISSION No:</b>	Nationally Assigned Mission Number.
<b>FLIGHT TYPE:</b>	National Designation for Flight Type as follows: NAT - National REG - Regional EXER - Exercises OPS - Operational Flight. RIG - Oil Rig Patrol SHIP - Shipping Patrol TDH - Tour de Horizon Flight CEPCO - Co-ordinated Extended Pollution Control Operation
<b>CAPTAIN OF AIRCRAFT:</b>	Name of Captain
<b>CO PILOT:</b>	Name of Co Pilot
<b>OPERATOR:</b>	Name of Operator
<b>OBSERVER:</b>	Name of Observer
<b>DAY:</b>	Number Assigned to the Day of the Week as follows: Monday - 01 Tuesday - 02 Wednesday - 03 Thursday - 04 Friday - 05 Saturday - 06 Sunday - 07
<b>DATE/MONTH/YEAR:</b>	Two number designation for each of date/month/year of Flight
<b>ROUTE / AREA:</b>	Flight Route or Area
<b>TIME OVER THE SEA – DAY:</b>	Time over the Sea during Daylight
<b>TIME OVER THE SEA – NIGHT:</b>	Time over the Sea at Night

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<b>TOTAL TIME OVER SEA:</b>	Total time between Coasting Out and Coasting In.
<b>No:</b>	Number allocated to pollution detection.
<b>AREA CODE:</b>	The international telephone code for the country (Area) in which the pollution is located:
	<b>Bonn Agreement</b>
	Belgium 32 Denmark (+ Helcom) 45
	France 33 Germany (+ Helcom) 49
	Netherlands 31 Norway 47
	Sweden (+ Helcom) 46 United Kingdom 44
	<b>Helcom</b>
	Estonia 372 Finland 358
	Latvia 371 Lithuania 370
	Poland 48 Russia 7
<b>TIME UTC:</b>	Time of pollution detection.
<b>POSITION:</b>	Latitude and longitude of pollution (degrees, minutes and seconds // WGS / 84 Datum).
<b>DIMENSIONS:</b>	Length and width of pollution in kilometres.
<b>AREA COVER %:</b>	Observer's assessment of the percentage of the boxed dimensioned area (length x width), covered with pollution.
<b>OILED AREA:</b>	Oiled Area covered with pollution; calculated by multiplying length, width and cover % Example: <u>Length x Width x Cover %</u> 2 Km x 1 Km x 50%, gives [2.0] x [1.0] x [0.5] = Oiled Area = 1 Km <sup>2</sup>
<b>OIL APPEARANCE COVERAGE %:</b>	Allocation of Percentage of the `Oiled Area' to the Appearance of the pollution. Example: 1/2 cover – Rainbow - Column 2 = 50% 1/4 cover - Metallic - Column 3 = 25% 1/4 cover - True Colour - Column 5 = 25%
<b>MINIMUM VOLUME:</b>	Minimum Quantity of Oil Pollution in cubic metres. Calculated as follows:

[Oiled Area] x [Appearance Code Minimum Thickness Value] X [Decimal Percentage of Appearance].

$$[1 \text{ Km}^2] \times [0.3 \text{ m}^3/\text{km}^2] \times [0.50] = 0.15 \text{ m}^3$$

$$[1 \text{ Km}^2] \times [5.0 \text{ m}^3/\text{km}^2] \times [0.25] = 1.25 \text{ m}^3$$

$$[1 \text{ Km}^2] \times [200 \text{ m}^3/\text{km}^2] \times [0.25] = 50 \text{ m}^3$$

$$\text{Minimum Total Quantity} = [0.15] + [1.25] + [50] = 51.4 \text{ m}^3$$

**MAXIMUM VOLUME:**

Maximum Quantity of Oil Pollution in cubic metres.

Calculated as follows:

[Oiled Area] x [Appearance Code Maximum Thickness Value]

X [Decimal Percentage of Appearance].

$$[1 \text{ Km}^2] \times [5.0 \text{ m}^3/\text{km}^2] \times [0.50] = 2.5 \text{ m}^3$$

$$[1 \text{ Km}^2] \times [50 \text{ m}^3/\text{km}^2] \times [0.25] = 12.5 \text{ m}^3$$

$$[1 \text{ Km}^2] \times [>200 \text{ m}^3/\text{km}^2] \times [0.25] = > 50 \text{ m}^3$$

$$\text{Maximum Total Quantity} = [2.5] + [12.5] + [>50] = > 65 \text{ m}^3$$

**No:**

The same number as previously allocated to the pollution detection.

**POLLUTION TYPE:**

Pollution Type as follows:

OIL - Oil

CHEM - Chemical

FISH - Fish Oil or Waste

VEG - Vegetable Oil or Waste

OTH - Other (Amplify in Remarks)

UNK - Unknown

**Note: For Algae Detection, use the Algae Observation Log.**

**DETECTION:**

Detection Sensor.

SLAR - Radar

UV - Ultra Violet

IR - Infrared

VIS - Visual

MW - Microwave

LF - Laser Fluorosensor

<b>PHOTO:</b>	Photographs of pollution
<b>VIDEO</b>	Video of the pollution
<b>FLIR</b>	Forward Looking Infrared of the pollution
<b>WEATHER:</b>	Weather at the time of pollution observation / detection
	Surface Wind: Direction and Speed (knots or beaufort as required by national authorities),
	Cloud: Coverage in Octas or aviation description (scattered / overcast) and Base in feet,
	Visibility: Nautical Miles or Kilometres
	Sea State: Using the description code given in the Abbreviations
	Weather: Rain, Snow, Haze, Mist etc
<b>REMARKS:</b>	Any Amplifying Remarks.

**Note: For all Detections / Observations Boxes write:**

**'Y' Sensor used and pollution detected**

**'N' Sensor used but pollution not detected**

**'-' Sensor was not used or not available**

**APPENDIX III**

**Pollution Observation / Detection Report on Polluters and Combatable Spills (IMO)**

(Bonn Agreement Counter Pollution Manual)



## POLLUTION OBSERVATION / DETECTION REPORT ON POLLUTERS AND COMBATABLE SPILLS (IMO)

1. REPORTER:
  - a. Reporting State: : .....
  - b. Observer (Organization/Aircraft/Platform) : ..... Call Sign.....
  - c. Observer(s)(Family Name(s)) : 1.....2.....
  
2. DATE AND TIME:
  - a. Date (yymmdd) b. Time of Observation (UTC) : Date..... Time.....UTC
  
3. LOCATION OF THE POLLUTION:
  - a. Position of the Pollution (Lat/Long) : Begin.....N, .....W/E  
: End.....N, .....W/E
  - b. Inside/Outside Territorial Waters :  Inside  Outside
  
4. DESCRIPTION OF THE POLLUTION:
  - a. Type of Substance Discharged : .....
  - b. Estimated Quantity : .....m<sup>3</sup>
  - c. Length (km) d. Width (km) e. Coverage (%) : Length.....km Width.....km Coverage....%
  - f. Oiled Area (km<sup>2</sup>) : Oiled Area.....(km<sup>2</sup>)
  - g. Percentage of Oiled Area by Appearance (%)
 

1:.....%	4:.....%
1=Sheen 2=Rainbow 3=Metallic	5:.....%
4=Discontinuous True Colour 5=True Colour	3:.....%
	Other:.....%
  
5. METHOD OF DETECTION AND INVESTIGATION:
  - a. Detection (Visual, SLAR, IR, UV, Video, MW LFS, Identification Camera, Other) :  Visual  SLAR  IR  UV  Video  MW,  
 LFS  Video  Ident.Cam  Other
  - b. Discharge Observed c. Photographs Taken : Observed: Yes / No Photos Yes / No
  - d. Samples Taken e. Need of Combating : Samples: Yes / No Combat: Yes / No
  - f. Other Ships/Platforms in Vicinity (Names) : .....
  
6. WEATHER AND SEA CONDITIONS:
  - a. Wind Direction b. Wind Force c. Visibility : Direction.....Degrees Force.....Bft/Kts Vis.....kms
  - d. Cloud Coverage e. Wave Height : Cloud.....Octa Wave Ht.....m
  - f. Current Direction : Current Direction.....Degrees

### OBSERVATION OF A DISCHARGE OF HARMFUL SUBSTANCES BY A SHIP UNDER ARTICLE 6(3) OF MARPOL 73/78

7. SHIP INVOLVED:
  - a. Name : .....
  - b. Callsign c. Flag State : Callsign:..... Flag State:.....
  - d. Home Port : .....
  - e. Type of Ship : .....
  - f. Position (Lat/Long) : .....N, .....W/E .....UTC  
: .....N, .....W/E .....UTC
  - g. Heading h. Speed : Heading.....Degrees Speed.....kts
  - i. Colour of the Hull : .....
  - j. Colour of the Funnel and Funnel Mark : .....
  - k. Colour / Description of Superstructure : .....
  - l. Vessels IMO Number : .....
  
8. INFORMATION BY RADIO CONTACT:
  - a. Radio Contact b. Means of Communication : Contact: Yes / No Means VHF / Teleph, .....Ch / Freq
  - c. Last Port of Call : .....
  - d. Cargo e. Last Cargo : .....
  - f. Next Port of Call, ETA (yymmdd) : .....ETA.....
  - e. Statements of Captain/Officer on Duty : .....

