POLREP POLLUTION REPORTING SYSTEM

1 The pollution reporting system is for use between Contracting Parties to the Emergency Protocol of the Barcelona Convention themselves and between the Contracting Parties and the Regional Centre, for exchanging information when pollution of the sea has occurred or when a threat of such is present.

2 The POLREP is divided into three parts:

.1	Part I or POLWARN (figures 1-5)	POLlution WARNing	gives first information or warning of the pollution or the threat
.2	Part II or POLINF (figures 40-60)	POLlution INFormation	gives detailed supplementary report as well as situation reports
.3	Part III or POLFAC (figures 80-99)	POLlution FACilities	is used for requesting assistance from other Contracting Parties and for defining operational matters related to the assistance

3 The division into three parts is only for identification purposes. For this reason consecutive figures are not used. This enables the recipient to recognize merely by looking at the figures whether he is dealing with part I (1-5), part II (40-60) or part III (80-99). This method of division shall in no way exclude the use of all figures in a full report or the separate use of single figures from each part or the use of single figures from different parts mixed in one report.

4 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.

5 Part III is for the request for assistance and related matters exclusively.

6 A summarized list of POLREP is given below.

INTRODUCTORY PART	Address Date Time Group Identification Serial number	from .... to ....
PART I (POLWARN)	1 2 3 4 5	Date and time Position Incident Outflow Acknowledge
PART II (POLINF)	40 41 42 43 44 45 46 47 48 49 50 51 52 53-59 60	Date and time Position Characteristics of pollution Source and cause of pollution Wind direction and speed Current or tide Sea state and visibility Drift of pollution Forecast Identity of observer and ships on scene Action taken Photographs or samples Names of other States informed Spare Acknowledge
PART III (POLFAC)	80 81 82 83 84 85 86 87 88-98 99	Date and time Request for assistance Cost Pre-arrangements for the delivery Assistance to where and how Other States requested Change of command Exchange of information Spare Acknowledge

EXPLANATION OF A POLREP MESSAGE

INTRODUCTORY PART

Contents	Remarks
	Each report should start with an indication of the country whose competent national authority is sending it and of addressee e.g.:
ADDRESS	FROM : ITA (indicates the country which sends the report) TO: GRC (indicates the country to which it is sent) or REMPEC (indicates that the message is sent to the Regional Centre).
DTG (Day Time Group)	The day of the month followed by the time (hour and minute) of drafting the message. Always a 6-figure group which may be followed by month indication. Time should be stated either as GMT, e.g. 092015Z June (i.e. the 9th of the relevant month at 20.15 GMT) or as local time e.g. 092115LT June.
IDENTIFICATION	"POL..." indicates that the report might deal with all aspects of pollution (such as oil as well as other harmful substances). ".....REP" indicates that this is a report on a pollution incident. It can contain up to 3 main parts: • Part I (POLWARN) - is an initial notice (a first information or a warning) of a casualty or the presence of oil slicks or *harmful substances*. This part of the report is numbered from 1 to 5. • Part II (POLINF) - is a detailed supplementary report to Part I. This part of the report is numbered from 40 to 60. • Part III (POLFAC) - is for a requests for assistance from other Contracting Parties, as well as for defining operational matters related to the assistance. This part of the report is numbered from 80 to 99 (see **Annex 6**). BARCELONA CONVENTION indicates that the message is sent within the framework of the Emergency Protocol of the Barcelona Convention. Parts I, II and III can be transmitted all together in one report or separately. Furthermore, single figures from each part can be transmitted separately or combined with figures from the two other parts. Figures without additional text shall not appear in the POLREP. When Part I is used as warning of a serious threat, the telex should be headed with the traffic priority word "URGENT". All POLREPs containing ACKNOWLEDGE figures (5, 60 or 99) should be acknowledged as soon as possible by the competent national authority of the country receiving the message. POLREPs should always be terminated by a telex from the reporting State, which indicates that no more operational communication on that particular incident should be expected.

Contents	Remarks
SERIAL NUMBER	It must be possible to identify each POLREP and the person who receives it must be able to check whether all reports of that particular incident have been received. This is done by using nation-identifiers which are as followed for contracting Parties to the Emergency Protocol to the Barcelona Convention:

Albania	ALB	Lebanon	LBN
Algeria	DZA	Libya	LBY
Bosnia &-Herzegovina	BIH	Malta	MLT
Croatia	CRT	Monaco	MON
Cyprus	CYP	Morocco	MAR
Egypt	EGY	Slovenia	SLO
EU	EU	Spain	ESP
France	FRA	Syria	SYR
Greece	GRC	Tunisia	TUN
Israel	ISR	Turkey	TUR
Italy	ITA		

Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea — REMPEC

The nation-identifier should be followed by a stroke and the name of the ship or other installation involved in the accident and another stroke followed by the number of the actual report concerning this particular accident.

ITA/POLLUX/1 indicates that this is the first report from Israel concerning the accident of MT "POLLUX".

ITA/POLLUX/2, in accordance with the described system, indicates the second report on the same incident.

The last and final POLREP will show as follows: ISR/POLLUX/5 FINAL, which means that this is the fifth and final report from Israel concerning the incident of MT “POLLUX”.

When answering a POLREP the serial number used by the transmitting State is to be used as reference in the answer. However, it is not necessary for countries to adhere to the POLREP system in responding to POLREP’s.

Part I (POLWARN)

Contents	Remarks
1 DATE AND TIME	The day of the month as well as the time of the day when the incident took place or, if the cause of the pollution is not known, the time of the observation should be stated with 6 figures. Time should be stated as GMT for example, 091900z (i.e. the 9th of the relevant month at 1900 GMT) or as local time for example, 091900lt (i.e. 9th of the relevant month at 1900 local time)
2 POSITION	Indicates the main position of the incident in latitude and longitude in degrees and minutes and may, in addition, give the bearing of and the distance from a location known by the receiver.
3 INCIDENT	The nature of the incident should be stated here, such as BLOWOUT, TANKER GROUNDING, TANKER COLLISION, OIL SLICK, etc.
4 OUTFLOW	The nature of the pollution, such as CRUDE OIL, CHLORINE, DINITROL, PHENOL, etc. as well as the total quantity in tonnes of the outflow and/or the flow rate, as well as the risk of the further outflow. If there is no pollution but a pollution threat, the words NOT YET followed by the substance, for example, NOT YET FUEL OIL, should be stated.
5 ACKNOWLEDGE	When this figure is used the telex should be acknowledged as soon as possible by the competent national authority.

Part II (POLINF)

Contents	Remarks
40 DATE AND TIME	No. 40 relates to the situation described in figures 41 to 60 if it varies from figure 1.
41 POSITION AND/OR EXTENT OF POLLUTION ON/ABOVE/IN THE SEA	Indicates the main position of the pollution in latitude and longitude in degrees and minutes and may in addition give the distance and bearing of some prominent landmark known to the receiver if other than indicated in figure 2. Estimate amount of pollution (e.g. size of polluted areas, number of tonnes of oil spilled if other than indicated in figure 4, or number of containers, drums etc. lost). Indicates length and width of slick given in nautical miles if not indicated in Fig. 2.
42 CHARACTERISTICS OF POLLUTION	Gives type of pollution, e.g. type of oil with viscosity and pour point. *(packaged or bulk chemicals, sewage. For chemicals give proper name or United Nations number if known. For all, give also appearance, e.g. liquid, floating solid, liquid oil, semi-liquid sludge, tarry lumps, weathered oil, discolouration of sea, visible vapour. Any markings on drums, containers, etc. should be given.)*
43 SOURCES AND CAUSE OF POLLUTION	For example, from vessel or other undertaking. If from vessel, say whether as a result of a deliberate discharge or casualty. If the latter, give brief description. Where possible, give name, type, size, call sign, nationality and port of registration of polluting vessel. If vessel is proceeding on its way, give course, speed and destination.
44 WIND DIRECTION AND SPEED	Indicates wind direction and speed in degrees and m/s. The direction always indicates from where the wind is blowing.
45 CURRENT DIRECTION AND SPEED AND/OR TIDE	Indicates currents direction and speed in degrees and m/s. The direction always indicates the direction in which the current is flowing.
46 SEA STATE AND VISIBILITY	Sea state indicated as wave height in metres. Visibility in nautical miles.
47 DRIFT OF POLLUTION	Indicates drift course and speed of pollution in degrees and knots and tenths of knots. *(In case of air pollution (gas cloud) drift speed is indicated in m/s.)*
48 FORECAST OF LIKELY EFFECT OF POLLUTION AND ZONES AFFECTED	For example, arrival on beach with estimated timing. Results of mathematical models.

Part II (POLINF)
(Continued)

Contents	Remarks
49 IDENTITY OF OBSERVER /REPORTER IDENTITY OF SHIPS ON SCENE	Indicates who has reported the incident. If a ship, name, home port, flag and call sign must be given. Ships on scene can also be indicated under this item by name, home port, flag and call sign, especially if the polluter cannot be identified and the spill is considered to be of recent origin.
50 MEASURES TAKEN	Any action taken in response to the pollution.
51 PHOTOGRAPHS OR SAMPLES	Indicates if photographs or samples from the pollution have been taken. Telex number of the sampling authority should be given.
52 NAMES OF OTHER STATES AND ORGANIZATIONS INFORMED	
53 - 59	SPARE FOR ANY OTHER RELEVANT INFORMATION (e.g. results of sample or photographic analysis, results of inspection of surveyors, statements of ship's personnel, etc.)
60 ACCUSÉ DE RÉCEPTION	When this figure is used the telex should be acknowledged as soon as possible by the competent national authority.

Part III (POLFAC)

Contents	Remarks
80 DATE AND TIME	No. 80 is related to the situation described below, if it varies from figures 1 and/or 40.
81 REQUEST FOR ASSISTANCE	Type and amount of assistance required in form of: - specified equipment - specified equipment with trained personnel - complete strike teams - personnel with special expertise with indication of country requested.
82 COST	Requirements for cost information to requesting country of delivered assistance.
83 PRE-ARRANGEMENTS FOR DELIVERY OF ASSISTANCE	Information concerning customs clearance, access to territorial waters, etc. in the requesting country.
84 TO WHERE ASSISTANCE SHOULD BE RENDERED AND HOW	Information concerning the delivery of the assistance, e.g. rendezvous at sea with information on frequencies to be used, call sign and name of supreme on-scene commander of the requesting country, or land-based authorities with telephone, telex and fax numbers and contact persons.
85 NAMES OF OTHER STATES AND ORGANIZATIONS	Only to be filled in if not covered by figure 81, e.g. if further assistance is later needed by other States.
86 CHANGE OF COMMAND	When a substantial part of an oil pollution or serious threat of oil pollution moves or has moved into the zone of another Contracting Party, the country which has exercised the supreme command of the operation may request the other country to take over the supreme command.
87 EXCHANGE OF INFORMATION	When a mutual agreement has been reached between two parties on a change of supreme command, the country transferring the supreme command should give a report on all relevant information pertaining to the operation to the country taking over the command.
88 - 98	SPARE FOR ANY OTHER RELEVANT REQUIREMENTS OR INSTRUCTIONS
99 ACKNOWLEDGE	When this figure is used the telex should be acknowledged as soon as possible by the competent national authority.

POLREP
Example No.1
Full report (Parts I, II & III)

Address	From: ITA To: FRA et REMPEC
Date Time Group	181100z June
Identification	POLREP BARCELONA CONVENTION
Serial number	ITA/POLLUX/2 (ITA/POLLUX/1 for REMPEC)

1	Date and time	1	181000z
2	Position	2	43°31'N - 09°54'E
3	Incident	3	Tanker collision
4	Outflow	4	Crude oil, estimated 3,000 tonnes
41	Position and/or extent of pollution on/above/in the sea	41	The oil is forming a slick 0.5 nautical miles to the south-east. Width up to 0.3 nautical miles.
42	Characteristics of pollution	42	Venezuela crude. Viscosity 3,780 cSt at 37.8°C. Rather viscous.
43	Source and cause of pollution	43	Italian tanker POLLUX of Genoa, 22,000 GRT, call sign xxx, in collision with French bulk carrier CASTOR of Marseilles, 30,000 GRT, call sign yyy. Two tanks damaged in POLLUX. No damage in CASTOR.
44	Wind direction and speed	44	90 - 10 m/s.
45	Current direction and speed and/or tide	45	180 - 0,3 knots
46	Sea state and visibility	46	Wave height 2m. 10 nautical miles.
47	Drift of pollution	47	135 – 0.5 knots.
48	Forecast of likely effect of pollution and zones affected	48	Could reach Corsica, FRA, on the 21st of this month.
49	Identity of observer/reporter. Identity of ships on scene	49	CASTOR, figure 43 refers.
50	Action taken	50	3 antipollution Italian ships with high mechanical pick-up capacity en route to the area.
51	Photographs or samples	51	Oil samples have been taken. Telex 123456 XYZ ITA.
52	Names of other States and organizations informed	52	REMPEC
53	[Spare]	53	National Contingency Plan is activated.
81	Request for assistance	81	FRA is requested for 1 surveillance aircraft equipped for remote sensing.
82	Cost	82	FRA is requested for an approximate cost rate per day of assistance rendered.
83	Pre-arrangements for the delivery of assistance	83	FRA aircraft will be allowed to enter Italian airspace for surveillance of the spill and to land in Italian airports for logistics, informing the Commander in Chief on scene.
84	To where assistance should be rendered and how	84	Rendezvous 43°15'N - 09°50'E. Report on VHF channels 16 and 67. Commander in Chief on scene, Comm. Rossi in M/V SAN MARCO, call sign xxx.
99	Acknowledge	85	ACKNOWLEDGE

POLREP
Example No. 2
Abbreviated report (single figures from Part III)

Address	From: FRA To: ITA
Date Time Group	182230z June
Identification	POLREP BARCELONA CONVENTION
Serial number	Your ITA/POLLUX/2 refers
80 Date and Time	80 182020z
82 Cost	82 Total cost per day will be approximately…
84 To where assistance should be rendered and how	84 POLREP BARCELONA CONVENTION ITA/POLLUX/2 will be 190700z

POLREP
Example No. 3
Exercise report

Address	From: ITA To: CRT
Date Time Group	210940z June URGENT EXERCISE
Identification	POLREP BARCELONA CONVENTION
Serial number	ITA/xxx/1
1 Date and time	1 210830Z
2 Position	2 44°50'N - 13°02'E
3 Incident	3 Tanker collision
4 Outflow	4 Not yet crude oil
5 Acknowledge	4 Acknowledge