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

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

REMPEC/WG.42/5
Date: 27 November 2017

Valletta, Malta, 28-29 November 2017

Original: English

Agenda Item 5

MARINE OIL POLLUTION DETECTION/INVESTIGATION REPORT

Note by the Secretariat

SUMMARY

Executive Summary: This document provides information on marine oil pollution detection/investigation report, taking into account the Report of the Meeting of the Mediterranean Network of Law Enforcement Officials relating to MARPOL within the framework of the Barcelona Convention (MENELAS) (Toulon, France, 29 September – 1 October 2015).

Action to be taken: Paragraph 42

Related documents: REMPEC/WG.33/INF.3, REMPEC/WG.42/4, REMPEC/WG.42/INF.4

Background

1 The 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 Toulon, France, from 29 September 2015 to 1 October 2015, agreed to include the marine oil pollution detection/investigation report in the MENELAS Programme of Activities for the period 2016-2017, amongst others (REMPEC/WG.42/INF.4).

2 In this respect, the said meeting:

.1 noted that most countries used the standard pollution accidents reporting format (POLREP) to exchange information when pollution of the sea had occurred and, in addition, used a specific marine oil pollution detection/investigation report for legal proceedings, which was relatively similar from one country to the other; and

.2 invited participating members to provide the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), as the Secretariat of this network, with copies of their specific marine oil pollution detection/investigation report with a view to analysing it and reporting similarities and differences to the next MENELAS meeting.

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

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

.1 the International Maritime Organization (IMO). 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;

.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. 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). Two (2) Contracting Parties to the Barcelona Convention, namely the EU and France, are also Contracting Parties to the Bonn Agreement; 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). One (1) Contracting Party to the Barcelona Convention, namely the EU, is also a Contracting Party to the Helsinki Convention.

4 Further details on the context and use of the said standard forms, as laid down in the relevant manuals adopted by the various organisations, are provided in the following paragraphs:

- **North Sea Manual on Maritime Oil Pollution Offences**

5 The purpose of the North Sea Manual on Maritime Oil Pollution Offences is to support the detection of maritime oil-pollution offences, the collection of evidence about such offences and the imposition of penalties on those responsible for them, thereby helping to deter further offences and improving the marine environment.

6 This manual was jointly developed by the NSN and the Bonn Agreement. It is a living document and will continuously be updated and further developed by NSN and the Bonn Agreement in order to take into account legal, political and technical developments in the field of maritime oil pollution offences.

7 With regard to reporting visual observation, the Manual indicates that the Bonn Agreement and HELCOM established common forms for a Standard Pollution Observation / Detection Log and for a Pollution Observation/Detection Report on Polluters and Combatable Spills (IMO), as presented in **Appendix I** and **Appendix III** respectively to the present document. These will normally be completed by the observers.

8 Where they are to be used for enforcement purposes, it is also desirable that these operational logs and reports are accompanied by supporting material containing:

.1 the details of the member(s) of the aerial surveillance crew that is/are responsible for the observation. This should include name, rank, and length of service in aerial surveillance operations and in the present rank;

.2 the details of training in aerial observation that the person(s) responsible for the observation have received; and

.3 (where relevant) the details of the training in the application of the Bonn Agreement Oil Appearance Code that the person(s) responsible for the observation have received.

9 Wherever possible, a report of a visual observation should be accompanied by a photograph.

- **Bonn Agreement Counter Pollution Manual**

10 The Bonn Agreement Counter Pollution Manual was adopted by the Contracting Parties to the Bonn Agreement as guidance on cooperation:

.1 when two or more Bonn Agreement countries (and the EU) participate in a joint action to combat spillages of oil and/or other harmful substances on the sea of the North Sea Area; and

.2 in the surveillance of shipping in the North Sea Area to promote compliance with the international rules and standards against marine pollution.

11 The aims of the Manual are to enable the Contracting Parties to the Bonn Agreement:

.1 to establish quickly, and to run effectively, the operational aspects of a multinational combating operation;

.2 to assist the Contracting Parties to the Bonn Agreement in their choice of proper combating strategies, including various ways of responding to an incident (or the threat of an incident) involving oil and/or other chemicals spilled at sea; and

.3 to execute the agreed surveillance operations.

12 The Manual should also assist the on-scene Commanders in their execution of combating operations involving other countries.

13 Thus the Manual should be considered as a practical tool for use at various command levels in the combating organisations.

14 With regard to reporting and reporting formats, the Manual indicates that detected/observed pollution which warrants combating action is to be reported immediately by radio to the appropriate focal point. These reports are to be followed up by documented reports using the recognised Bonn Agreement formats and any supporting documentation and data considered relevant. Such follow-up reports are to be made direct to the appropriate administrative authority and could include any of the following:

.1 Standard Pollution Observation / Detection Log and Completion Guide, as presented in **Appendix I** and **Appendix II** respectively to the present document;

.2 Pollution Observation/Detection Report on Polluters and Combatable Spills (IMO), as presented in **Appendix III** to the present document; and

.3 Standard Algae Observation / Detection Log, as presented in **Appendix IV** to the present document.

15 Data from all surveillance flights should be reported to the lead country in accordance with the agreed procedure.

- **Bonn Agreement Aerial Operations Handbook, 2009**

16 The Bonn Agreement Aerial Operations Handbook, 2009 is designed to provide management and aircrew with brief but essential information for the planning and conduct of counter-pollution flights within the Bonn Agreement area. It describes not only Remote Sensing techniques and co-operation in flight operation, but also specific response support flights are addressed and obviously the reporting formats.

17 With regard to the standard reporting system, the Handbook indicates that a surveillance aircraft over flying the North Sea Area, in its national zone of responsibility may detect and observe a possible violation of MARPOL in the area of the adjacent country. The crew of the detecting aircraft will report an illegal discharge to the national focal point of the coastal State, the zone of responsibility in which the violation was observed. The responsibility for initiating prosecution of the suspected polluter lies with another country having jurisdiction over that part of the continental shelf. In the case of an oil slick affecting the two countries, co-operation on response operation may be required and the aircraft could be asked to stay in the area for further observations and guidance.

18 There is a standard reporting system within the Bonn Agreement for the reporting of detected pollution. All surveillance flights will be concluded with a standard report, which is forwarded to the responsible national authorities, other Contracting Parties to the Bonn Agreement as appropriate and to the lead country on a monthly basis for collation purposes.

19 During an operational surveillance flight, the system operators/observers will try to contact the appropriate focal point immediately by radio to report a detected pollution.

20 Completed Standard Pollution Observation / Detection Log, as set out in **Appendix I** to the present document, is to be forwarded to the national authority under whose responsibility a surveillance flight was performed. The responsible authority will compile the summary data in accordance with the standard reporting format for submission of the data, annually, to the Bonn Agreement Secretariat.

21 All relevant log sheets, data tapes, imagery, video tapes, photography and radio circuit recordings are made available to national administrative authorities as evidence in prosecution cases and can be made available to another Contracting Party if the prosecution is to take place within its jurisdiction (See Bonn Agreement Manual Oil Pollution at Sea – Part 2 – Effective Prosecution of Offenders – Guidelines on International Co-operation).

22 The Standard Pollution Observation / Detection Log is for recording all detected and observed pollution and it was agreed that it would be used for all types of flights. It is to be completed as an official record of a surveillance flight even when no pollution is observed.

23 The agreed guide to the compilation of the Standard Pollution Observation / Detection Log is presented in **Appendix II** to the present document. Special attention should be paid to the columns indicating coverage and appearance since an estimate of quantity can be made based on the observed dimensions of the pollution together with coverage and appearance.

24 Within the framework of the Bonn Agreement, two other formats are in use as follows:

.1 Pollution Observation/Detection Report on Polluters and Combatable Spills (IMO), as presented in **Appendix III** to the present document; and

.2 Standard Algae Observation / Detection Log, as presented in **Appendix IV** to the present document.

25 Contracting Parties to the Bonn Agreement agreed to provide all national reports on detected and identified pollution and suspected polluters to the Bonn Agreement for data processing in order to draft the annual overview consisting of:

.1 Result of all Surveillance Flights;

.2 Result of Co-ordinated Extended Pollution Control Operation (CEPCO) Flights; and

.3 Result of Tour de Horizon Flights.

26 With regard to surveillance evidence, the Handbook further indicates that aircrew must continue to be guided by the unilaterally developed guidelines set by their own countries for the collection and handling of aerial surveillance evidence. There are, however, some basic principles, which seem to transcend the requirements of individual countries. These are as follows:

.1 It is paramount that full and proper evidence is collected against a suspected polluter who is detected or observed to be discharging oil or other harmful substance or ship borne generated waste in contravention of international conventions (MARPOL).

.2 The observers have to act to the best of their abilities to provide the responsible authorities with reports and evidence as follows:

- Standard Pollution Observation / Detection Log;
- Pollution Observation/Detection Report on Polluters and Combatable Spills (IMO);
- SLAR/IR/UV/FLIR imagery both in tape and hard copy form;
- Photography;
- Video tape;
- Tape recording or transcript of any radio contact;
- Signed official reports or statements;
- Oil samples, in compliance with national legislation; and
- Any other type of data that could serve as a part of the evidence.

.3 The official report should contain the essential information recorded on the Pollution Observation/Detection Report on Polluters and Combatable Spills (IMO) and it should cross refer to the imagery and photography hard copy annexed to the official report.

.4 Where systems with such facilities are fitted, imagery and photographic hard copy should bear data blocks giving date, time and position.

.5 Photographs should show clearly the name and registration of the suspected polluters as well as the pollution itself. It is important to show that the sea surface ahead of a suspected polluter is clear of pollution. Both oblique angle and downward looking photographs appear to be acceptable as evidence in court.

.6 There are countries, also Bonn Agreement members, the judicial system of which requires a sample proving the detected/observed discharge consisting of mineral oil. Oil sample buoys that can be dropped from aircraft were developed, provided permission is pre-arranged with civil aviation authorities. A vessel or a helicopter should be directed to the area to pick up the buoy and then the instrument should be taken to the laboratory for sample analysis. The outcomes can be made available to the authorities initiating proceedings.

27 The Bonn Agreement, in close co-operation with the NSN, produced a Manual on Evidence to Court designed for use by the legal profession. This manual is an integration of the former manual Oil Pollution At Sea – Securing Evidence on Discharges from Ships and the manual Oil Pollution At Sea – Part 2 – Effective Prosecution of offenders – Guidelines on International Co-operation.

- **HELCOM Manual on Co-operation in Response to Marine Pollution**

28 The HELCOM Manual on Co-operation in Response to Marine Pollution is applied by the Baltic Sea States in operational co-operation, surveillance activities and combatting exercises since 1983. The Manual consists of two Volumes: Volume 1 dealing generally with co-operation in combatting marine pollution; and Volume 2 dealing specifically with such co-operation in case of spillages of chemicals.

29 The Manual is recommended to be used as guidance when two or more Contracting Parties to the Helsinki Convention participate in a joint action in responding to spillages of oil and other harmful substances, i.e. chemicals.

30 The Manual should be regarded as practical implementation of the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC Convention).

31 Matters related to co-operation in investigations of anti-pollution regulations are dealt with by the Helsinki Commission. Although not constituting a part of the co-operation in combatting marine pollution, the conduction of aerial surveillance does, as one of its main aims, have the detection of illegal discharges and the collection of evidence in order to prosecute suspected offenders. More information regarding this issue can be found in the "Guidelines on Ensuring Successful Convictions of Offenders of Anti-pollution Regulations at Sea" (Baltic Sea Environment Proceedings No. 78, 2000).

32 With regard to co-operation on aerial surveillance over the Baltic Sea Area, the Manual indicates that co-operation on surveillance within the Helsinki Convention is carried out in accordance with Annex VII (Regulations 1, 3, 4, 10) to the Helsinki Convention and HELCOM Recommendation34E/4.

33 The purpose of aerial surveillance is to detect spills of oil and other harmful substances which can threaten the marine environment of the Baltic Sea Area. These spills caused by accident or made in contravention of international Conventions will be registered and, if possible, sampled from both the sea surface and on board the suspected offender.

34 The aerial surveillance is complemented by satellite surveillance to enable bigger area coverage and optimisation of flights effectiveness.

35 Within the framework of the Helsinki Convention, it was decided to establish close cooperation on airborne surveillance. This will be achieved by:

.1 regular National Flights;

.2 setting up special flights such as CEPCO Flights;

.3 standardisation of reporting formats and exchange of information to Contracting Parties to the Helsinki Convention; and

.4 working together in improving existing systems and developing new techniques to enhance the information obtained.

36 More specifically, with regard to reporting, the Manual indicates that the Contracting Parties to the Helsinki Convention will report on their entire annual surveillance activity during flights over their Exclusive Economic Zone (EEZ) in the reporting year. Data obtained during flights outside the responsibility zone of a Contracting Party to the Helsinki Convention (e.g. CEPCOs) will be reported to the organising Contracting Party to the Helsinki Convention or task holder.

37 To record the flights the following two formats should be used:

.1 HELCOM/Bonn Agreement Standard Pollution Reporting Format following the Standard Pollution Observation Log Completion Guide:

- Standard Pollution Observation Format (Excel), which is based on the Standard Pollution Observation / Detection Log as well as the Pollution Observation/Detection Report on Polluters and Combatable Spills (IMO), as presented in **Appendix I** and **Appendix III** respectively to the present document. It should always be filled in, even when no spills were observed; and
- Standard Pollution Observation Format Completion Guide, which is based on the Standard Pollution Observation / Detection Log Completion Guide, as presented in **Appendix II** to the present document.

.2 Joint standard annual reporting format for HELCOM and Bonn Agreement on illegal discharges observed during aerial and satellite surveillance.

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

38 Following the 2015 Meeting of MENELAS, the Centre sent REMPEC Circular Letter No. 12/2016 dated 5 July 2016 to all MENELAS Designated Representatives and requested them to provide the Centre, in consultation with REMPEC Prevention Focal Points and other relevant authorities/stakeholders, as may be appropriate, with a copy of their specific marine oil pollution detection/investigation report template used for legal proceedings when pollution of the sea occurs. Till the end of 2016, only one (1) Contracting Party to the Barcelona Convention, namely Greece, had provided the requested information under the form of a report template on witnessing pollution at sea by oil, as presented in **Appendix V** to the present document.

39 The Twelfth Meeting of the Focal Points of REMPEC, which was held in St. Julian's, Malta from 23 to 25 May 2017, invited all MENELAS Designated Representatives who had not yet responded to REMPEC Circular Letter No. 12/2016 to do so as early as possible. Following this, the Centre sent REMPEC Circular Letter No. 11/2017 dated 28 September 2017, which reminded all MENELAS Designated Representatives to do so accordingly. Only one (1) Contracting Party to the Barcelona Convention, namely France, provided the requested information under the form of a marine pollution detection report template, as presented in **Appendix VI** to the present document, which is the same as that also presented in Appendix III to document REMPEC/WG.42/4.

40 With a view to being as comprehensive as possible, the Secretariat decided to compare the specific marine oil pollution detection/investigation report template provided by Greece and France with the model for the reporting of offences entitled "Marine Oil Pollution Detection / Investigation Report", as presented in **Appendix VII** 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), as well as the standard forms to report detected pollution referred to in the previous section, namely:

.1 the Standard Pollution Observation / Detection Log, as presented in **Appendix I** 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.

41 The Secretariat's analysis of the similarities and differences presented by various marine oil pollution detection/investigation reports is presented in **Appendix VIII** to the present document.

Actions requested by the Meeting

42 **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^2	OIL APPEARANCE COVERAGE (PERCENTAGE - %)						MINIMUM VOLUME m^3	MAXIMUM VOLUME m^3	COMBAT Y / N
			LATITUDE 'NORTH'	LONGITUDE 'EAST/WEST'	LENGTH Km	WIDTH Km			1	2	3	4	5	Oth			

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

No	REMARKS

OIL APPEARANCE TABLE			
No	OIL APPEARANCE DESCRIPTION	MINIMUM VOLUME m^3 / km^2	MAXIMUM VOLUME m^3 / km^2
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)

STANDARD POLLUTION OBSERVATION LOG COMPLETION GUIDE

HELCOM: Tick HELCOM Box if the flight is in HELCOM Area

BONN AGREEMENT: Tick BONN AGREEMENT Box if flight is in Bonn Agreement Area

NO POLLUTION DETECTED: Tick NO POLLUTION DETECTED if no pollution is detected

REPORTING AUTHORITY: National Authority Responsible for Pollution Control.

AIRCRAFT REG: Aircraft Registration Letters / Numbers.

MISSION No: Nationally Assigned Mission Number.

FLIGHT TYPE: 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

CAPTAIN OF AIRCRAFT: Name of Captain

CO PILOT: Name of Co Pilot

OPERATOR: Name of Operator

OBSERVER: Name of Observer

DAY: Number Assigned to the Day of the Week as follows:

Monday - 01

Tuesday - 02

Wednesday - 03

Thursday - 04

Friday - 05

Saturday - 06

Sunday - 07

DATE/MONTH/YEAR: Two number designation for each of date/month/year of Flight

ROUTE / AREA: Flight Route or Area

TIME OVER THE SEA – DAY: Time over the Sea during Daylight

TIME OVER THE SEA – NIGHT: Time over the Sea at Night

TOTAL TIME OVER SEA: Total time between Coasting Out and Coasting In.

No: Number allocated to pollution detection.

AREA CODE: The international telephone code for the country (Area) in which the pollution is located:

Bonn Agreement

Belgium	32	Denmark (+ Helcom)	45
France	33	Germany (+ Helcom)	49
Netherlands	31	Norway	47
Sweden (+ Helcom)	46	United Kingdom	44

Helcom

Estonia	372	Finland	358
Latvia	371	Lithuania	370
Poland	48	Russia	7

TIME UTC: Time of pollution detection.

POSITION: Latitude and longitude of pollution (degrees, minutes and seconds // WGS / 84 Datum).

DIMENSIONS: Length and width of pollution in kilometres.

AREA COVER %: Observer's assessment of the percentage of the boxed dimensioned area (length x width), covered with pollution.

OILED AREA: Oiled Area covered with pollution; calculated by multiplying length, width and cover %

Example:

Length x Width x Cover %

2 Km x 1 Km x 50%, gives

[2.0] x [1.0] x [0.5]

= Oiled Area = 1 Km^2

OIL APPEARANCE COVERAGE %: 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%

MINIMUM VOLUME: 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 Km^2] x [0.3 m^3/km^2] x [0.50] = 0.15 m^3

[1 Km^2] x [5.0 m^3/km^2] x [0.25] = 1.25 m^3

[1 Km^2] x [200 m^3/km^2] x [0.25] = 50 m^3

Minimum Total Quantity = [0.15] + [1.25] + [50] = 51.4 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 Km^2] x [5.0 m^3/km^2] x [0.50] = 2.5 m^3

[1 Km^2] x [50 m^3/km^2] x [0.25] = 12.5 m^3

[1 Km^2] x [>200 m^3/km^2] x [0.25] = > 50 m^3

Maximum Total Quantity = [2.5] + [12.5] + [>50] = > 65 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

PHOTO:	Photographs of pollution	
VIDEO	Video of the pollution	
FLIR	Forward Looking Infrared of the pollution	
WEATHER:	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
REMARKS:	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)

Annex 2

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 : O Inside O Outside

4. DESCRIPTION OF THE POLLUTION:
   a. Type of Substance Discharged : .....
   b. Estimated Quantity : .....m^3
   c. Length (km) d. Width (km) e. Coverage (%) : Length.....km Width.....km Coverage.....%
   f. Oiled Area ($km^{2)}$: Oiled Area.....($km^{2)}$
   g. Percentage of Oiled Area by Appearance (%) 1:.....% 4:.....%
   1=Sheen 2=Rainbow 3=Metallic 2:.....% 5:.....%
   4=Discontinuous True Colour 5=True Colour 3:.....% Other:.....%

5. METHOD OF DETECTION AND INVESTIGATION:
   a. Detection (Visual, SLAR, IR, UV, Video, MW : O Visual O SLAR O IR O UV O Video O MW,
   LFS, Identification Camera, Other) : O LFS O Video O. Ident.Cam O 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 : .....
   .....
   .....

OBSERVATION OF A DISCHARGE OF HARMFUL SUBSTANCS BY AN OFFSHORE INSTALLATION

9. OFFSHORE INSTALLATION INVOLVED:
   a. Platform Name : ……
   b. Position (lat/long) : …….. N
   ……W/E
   c. Type of Platform (Production/Drilling etc) :
   ……
   d. Company Name : ……..

10. INFORMATION BY RADIO CONTACT:
   a. Radio Contact b. Means : Contact Yes / No Means VHF / Teleph, …….Ch / Freq
   c. Contact with (position) : ……
   d. Statements : ……
   : ……
   : ……

11. REMARKS AND ADDITIONAL INFORMATION:

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APPENDIX IV

Standard Algae Observation / Detection Log

(Bonn Agreement Counter Pollution Manual)

Annex 3

☐ HELCOM ☐ BONN AGREEMENT

STANDARD ALGAE OBSERVATION / DETECTION LOG

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 %	AREA COVERED Km^2	ALGAE COLOUR COVERAGE %									DETECTION			
			LATITUDE 'NORTH'	LONGITUDE 'EAST/WEST'	LENGTH Km	WIDTH Km			1	2	3	4	5	6	7	8	9	SLAR	IR	UV	VIS

No	WEATHER				REMARKS	ALGAE COLOUR / APPEARANCE TABLE	
	WIND		WAVE HT	SEA TEMP		No	COLOUR / DESCRIPTION
	°					1	COLOURLESS
	°					2	YELLOW
	°					3	ORANGE
	°					4	RED
	°					5	GREEN
	°					6	BLUE
	°					7	BROWN
	°					8	UNKNOWN
	°					9	OTHER

APPENDIX V

Report template on witnessing pollution at sea by oil

(Greece)

Ανήκει στην αριθμ.Μ.Ε.ΠΘΠ 3η
Εγκύκλιο ΥΕΝ/ΔΠΘΠ

1ο

ΥΠΟΔΕΙΓΜΑ «ΙΔ»

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΥΠΟΥΡΓΕΙΟ ΝΑΥΤΙΛΙΑΣ & ΝΗΣΙΩΤΙΚΗΣ ΠΟΛΙΤΙΚΗΣ
HELLENIC REPUBLIC
MINISTRY OF MARITIME AFFAIRS & INSULAR POLICY

ΕΚΘΕΣΗ ΒΕΒΑΙΩΣΗΣ ΠΑΡΑΒΑΣΗΣ ΡΥΠΑΝΣΗΣ ΤΗΣ ΘΑΛΑΣΣΑΣ ΜΕ ΠΕΤΡΕΛΑΙΟΕΙΔΗ

REPORT ON WITNESSING POLLUTION AT SEA BY OIL

ΣΤΟΙΧΕΙΑ ΠΑΡΑΤΗΡΗΤΩΝ/OBSERVER'S IDENTIFICATION
Οι κάτωθι υπογεγραμμένοι/The undersigned

a_____ _____
Ονομ/νο/ Name Βαθμός/Rank

b._____ _____
Ονομ/νο/Name Βαθμός/Rank

εκτελούντες υπηρεσία στο αεροσκάφος/πλωτό _____
officer(s) on duty on board the aircraft/patrol boat Διακριτικό/Call sign

δηλώνουν ενόρκως ότι την _____ _____ εντόπισαν ρύπανση της
state (under official oath) that ημερομηνία/date ώρα/time θάλασσας με πετρ/δή.
witnessed pollution at sea by oil.

1. ΧΑΡΑΚΤΗΡΙΣΤΙΚΑ ΤΗΣ ΚΗΛΙΔΑΣ/PARTICULARS OF OIL SLICK	
ΗΜΕΡΟΜΗΝΙΑ ΚΑΙ ΩΡΑ ΕΝΤΟΠΙΣΜΟΥ DATE AND TIME OF OBSERVATION	_____ _____ _____ _____ Τοπική ώρα Ημέρα Μήνας Έτος Local Time Day Month Year
ΘΕΣΗ ΤΗΣ ΚΗΛΙΔΑΣ POSITION OF OIL SLICK	Πλάτος_____ Μήκος_____ ή Lat N Long E or Διόπτευση_____Απόσταση_____NM από_____ Bearing Distance NM From Απόσταση σε ναυτικά μίλια από την πλησιέστερη ακτή_____NM Approximate distance in nautical miles from the nearest coast-line.
ΣΥΝΟΛΙΚΕΣ ΔΙΑΣΤΑΣΕΙΣ ΤΗΣ ΡΥΠΑΝΣΗΣ APPROXIMATE OVERALL DIMENTION OF OIL SLICK	Μήκος_____N.M Πλάτος_____Μ Ποσοστό_____% Length Width Meters Percentage
ΦΥΣΙΚΗ ΠΕΡΙΓΡΑΦΗ ΤΗΣ ΚΗΛΙΔΑΣ PHYSICAL DESCRIPTION OF OIL SLICK *	Πορεία_____Μοίρες Direction Degree Μορφή 1.Συνεχής 2. Διάσπαρτη 3. Σε Τμήματα Form Continious In patches In windows

ΟΨΗ ΤΗΣ ΚΗΛΙΔΑΣ * APPEARANCE OF OIL SLICK	A. ΑΡΓΥΡΟΧΡΟΥΣ/SILVERY B. ΓΚΡΙ/GREY C. ΙΡΙΔΙΖΟΥΣΑ/RAINBOW D. ΚΥΑΝΟΥΣ/BLUE E. ΚΥΑΝΟΥΣ-ΚΑΦΕ/BROWN-BLUE F. ΚΑΦΕ/BROWN G. ΜΑΥΡΟ/BLACK		
ΚΑΙΡΟΣ WEATHER *	1. ΑΙΘΡΙΟΣ/CLEAR 2. ΚΑΛΟΣ/FAIR 3. ΝΕΦΕΛΩΔΗΣ/CLOUDY 4. ΒΡΟΧΕΡΟΣ/RAIN		
ΟΡΑΤΟΤΗΤΑ VISIBILITY	_____ΚΜ	ΔΝΣΗ ΚΑΙ ΤΑΧΥΤΗΤΑ ΑΝΕΜΟΥ ΕΠΙΦΑΝΕΙΑΣ DIRECTION AND SPEED OF SURFACE WIND	____ _____m/s

2. ΧΑΡΑΚΤΗΡΙΣΤΙΚΑ ΥΠΑΙΤΙΟΥ ΠΛΟΙΟΥ
PARTICULARS OF SHIP IN SUSPECT OF CONTRAVENTION

ΗΜΕΡ/ΝΙΑ –ΩΡΑ-ΠΑΡΑΤΗΡΗΣΕΙΣ DATE AND TIME OF OBSERVATION (GMT)	_____ _____ _____ _____ Ωρα/Time Ημέρα/Day Μήνας/Month Έτος/Year
ΘΕΣΗ ΤΟΥ ΠΛΟΙΟΥ POSITION OF THE SHIP	Πλάτος_____Μήκος_____ή Lat N Long E or Διόπτευση_____Απόσταση_____NM από_____ Bearing Distance NM from

ΟΝΟΜΑ ΠΛΟΙΟΥ NAME OF THE SHIP		ΣΗΜΑΙΑ ΚΑΙ ΛΙΜΕΝΑΣ ΝΗΟΛΟΓΙΟΥ FLAG AND PORT OF REGISTRY	
ΕΙΔΟΣ ΠΛΟΙΟΥ TYPE OF THE SHIP *	1. Δ/Ξ Oil Tanker 2. Χημικό Δ/Ξ Chemical Tanker 3. Φορτηγό Cargo 4. Ε/Γ Passenger 5. Α/Κ Fishing 6. Λοιπά/Others: ( )		
ΕΚΤΙΜΩΜΕΝΗ ΧΩΡΗΤΙΚΟΤΗΤΑ ESTIMATED TONNAGE	G/T		
ΚΑΤΑΣΤΑΣΗ ΦΟΡΤΟΥ DRAUGHT CONDITION *	1. Έμφορτο Loaded 2. Υπό έρμα In ballast	ΠΟΡΕΙΑ-ΤΑΧΥΤΗΣ APPROXIMATE COURSE & SPEED	_____Co _____Sp
ΑΠΟ ΠΟΙΟ ΣΗΜΕΙΟ ΤΟΥ ΠΛΟΙΟΥ ΓΙΝΟΤΑΝ Η ΑΠΟΡΡΙΨΗ: PART OF THE SHIP FROM WHICH DISCHARGE WAS ASCERTAINED			
Η ΑΠΟΡΡΙΨΗ ΣΤΑΜΑΤΗΣΕ ΟΤΑΝ ΕΝΤΟΠΙΣΘΗΚΕ ΤΟ ΠΛΟΙΟ; * DID THE DISCHARGE CEASE WHEN THE SHIP WAS OBSERVED;	1. Ναι/Yes 2. Οχι/No		
ΑΛΛΕΣ ΠΛΗΡΟΦΟΡΙΕΣ OTHER INFORMATION	ΥΠΗΡΧΕ ΚΗΛΙΔΑ ΜΠΡΟΣΤΑ ΑΠΟ ΤΟ ΠΛΟΙΟ; * WAS THERE ANY OIL IN FRONT OF THE SHIP; ΥΠΗΡΧΑΝ ΑΛΛΑ ΥΠΟΠΤΑ ΠΛΟΙΑ ΣΤΗΝ ΠΕΡΙΟΧΗ; WHERE THERE OTHER SUSPICIOUS * SHIPS IN THE VICINITY;	1. Ναι/Yes 2. Οχι/No 1. Ναι/Yes 2. Οχι/No	

3. ΑΛΛΕΣ ΠΛΗΡΟΦΟΡΙΕΣ ΠΟΥ ΠΡΟΕΚΥΨΑΝ ΑΠΟ Ρ/Τ ΕΠΑΦΗ OTHER INFORMATION OBTAINED THROUGH RADIO CONTACT	
ΕΞΗΓΗΣΗ ΠΛΟΙΑΡΧΟΥ EXPLANATION OF MASTER	
ΤΕΛΕΥΤΑΙΟΣ ΛΙΜΗΝ ΑΠΟΠΛΟΥ-ΗΜ/ΝΙΑ SHIP'S LAST PORT OF CALL AND DATE	_____ _____ _____ _____ Λιμάνι/Port Ημέρα/Day Μήνας/Month Έτος/Year
ΠΡΟΣΕΧΗΣ ΛΙΜΗΝ ΚΑΤΑΠΛΟΥ- ΗΜ/ΝΙΑ SHIP'S NEXT PORT OF CALL AND DATE	_____ _____ _____ _____ Λιμάνι/Port Ημέρα/Day Μήνας/Month Έτος/Year
ΠΛΟΙΟΚΤΗΤΡΙΑ ΕΤΑΙΡΕΙΑ NAME OF SHIP'S OWNER	
ΟΝΟΜ/ΝΟ ΠΛΟΙΑΡΧΟΥ CAPTAIN'S NAME	
Δ.Δ.Σ/SHIP'S CALL SIGN	
4. ΜΑΡΤΥΡΙΑ/WITNESS	
Επισυνάπτω_____ φωτογραφίες της παραπάνω ρύπανσης **I attach _____ copies of photographs of the above mentioned pollution.**	

ΣΗΜΕΙΩΣΗ: Όπου υπάρχει αστερίσκος (*) θέσατε σε κύκλο την σωστή απάντηση
NOTE: When an asterisk (*) appears mark only the appropriate part with a circle.

Επειδή η παραπάνω πράξη αποτελεί παράβαση:
(α) Των άρθρων 1,2 και 3 του Ν. 743/77 (ΦΕΚ Α 319) όπως κωδικοποιήθηκε και μεταγλωττίσθηκε με το Π.Δ 55/98.
(β) Των διατάξεων της ΔΣ MARPOL 73 και του πρωτοκόλλου της του 1978 (MARPOL 73/78) καταγγέλω τον πλοίαρχο και οποιονδήποτε άλλο υπεύθυνο του πλοίου για την επιβολή των νομίμων κυρώσεων.
Whereas the above mentioned action constitutes a contravention:
(a) of the articles 1,2 and 3 to the Law 743/77 (Off.Gaz A 319) as codified and translated with the P.D 55/98 (Off. Gaz A 58).
(b) of the International Convention for the prevention of Pollution from Ships, 1973 and the Protocol of 1978 relating thereto (MARPOL 73/78) Iaccuse the captain and any other responsible person on board for the imposition of legal sanctions.

_____ _____

Τόπος Ημερομηνία
Place Date

Ο βεβαιώνων την παράβαση:
The witness of the violation:

Υπογραφή:_____
Signature

APPENDIX VI

Marine pollution detection report template

(France)

MARINE POLLUTION DETECTION REPORT

BY DISCHARGE	- OF OIL	☐
	- OF NOXIOUS LIQUID SUBSTANCES	☐
	- OF GARBAGE	☐

1. - <u>IDENTIFICATION OF THE AUTHORISED REPORTING OFFICIAL</u> (articles L 218-26 and L 218-27 of Environmental Code)

1.1. Name, grade/level, position:

1.2. Governing body/department or organisation:

1.3. Ship name / aircraft call sign:

1.4. Official port or base:

2. - <u>CHARACTERISTICS OF THE SHIP(S) SUSPECTED OF HAVING COMMITTED THE OFFENCE</u>:

2.1. Name of the ship:

2.2. Reasons for suspecting the ship:

2.3. Date: Time (UTC):

2.4. Position of the ship: Latitude N Longitude: W

2.5. Flag and port of registration.

2.6. Type of ship: TANKER ☐ CARGO ☐ FISHING ☐ PASSENGERS ☐

Colour of the ship: hull: superstructure:

Estimated tonnage: TONNES

Markings on the funnel(s):

2.7. Draught: (loaded or in ballast)

2.8. **Heading:** degrees **approximate speed:** knots

2.9. Position of the pollution in relation to the ship (for example, astern, to port, to starboard):

2.10 Section of the ship from where the discharge appears to originate:

2.11 Did the discharge cease when the ship was observed or contacted by radio?

☐ YES ☐ NO

3 – CHARACTERISTICS OF THE POLLUTION:

3.1 Observations:

DATE: TIME (UTC):
(if this differs from the date and time stated in 2.3.)

3.2 Position of the pollution: **Longitude:** N **Latitude:** W

Other possible pollution: **Longitude:** N **Latitude:** W (if this differs from the position stated in 2.4.)

3.3 Approximate distance to the nearest sea mark: (in nautical miles/km).

3.4 Overall dimensions of the pollution:

Length: km – Width: km - Area: km² (LxW)

3.5 Description of the pollution:

FORM: CONTINUOUS □ PATCHES □ STREAKS □ COVERAGE LEVEL_____%
Estimated polluted area:_____(area in km² x % of coverage) Direction:

Direction of other possible pollution:

3.6 Appearance of the pollution (Bonn Agreement Appearance Code) and minimum quantity of oil estimated in the ship's wake by category:

CATEGORY 1 - SHEEN:_____% -_____m³ (polluted area x % x 0.04)

CATEGORY 2 - RAINBOW:_____% -_____m^3 (polluted area x % x 0.3)

CATEGORY 3 - METALLIC:_____% -_____m^3 (polluted area x % x 5)

CATEGORY 4 - DISCONTINUOUS TRUE OIL COLOUR:_____% -_____m^3 (polluted area x % x 50)

CATEGORY 5 - CONTINUOUS TRUE OIL COLOUR:_____% -_____m^3 (polluted area x % x 200)

4. - CONDITIONS WITHIN THE AREA:

4.1. Sky conditions: Light and visibility: (km) at the time of the observation

4.2. Sea state:

4.3. Surface wind: direction: speed: knots

4.4. Direction and speed of currents:

5. - IDENTIFICATION OF THE OBSERVER OR OBSERVERS:

5.1. Name of the observer:

5.2. Organisation to which he/she reports (where applicable):

5.3. Position within the organisation:

5.4. Observation from a ship, aircraft, the coast, other location:

5.5. Name or identity of the ship or aircraft from which the observation was made:

5.6. Exact position of the ship:

Position on the coast or of any other location from where the observation was made:

5.7. Activity in which the observer was engaged when the observation was made, for example, on patrol, travelling (flight from .. to ...) etc.

6. - OBSERVATION METHOD AND DOCUMENT:

6.1. Visual observation ☐

6.2. Photographs on film ☐

Number of photos (enclosed with the report):

6.3. Digital photographs ☐

Number of photos (enclosed with the report):

6.4. Telephotography ☐ Telerecording ☐

6.5 Sample collected from the pollution and on board ☐

6.6 Other types of observation:

7. - OTHER INFORMATION, IF IT HAS BEEN POSSIBLE TO ESTABLISH RADIO COMMUNICATION:

7.1. Information from the captain on the pollution:

7.2. Explanation provided by the captain:

7.3. The ship's last port of call:

7.4. The ship's next port of call:

7.5. Name and nationality of the captain: Name of the ship's owner:

Name and nationality of the chief engineer: Name and nationality of the deck officer:

7.6. The ship's call sign

8. - REPORTING FORMALITIES:

These actions may constitute a violation of the provisions of:

- the London International Convention of 2 November 1973 for the Prevention of Pollution from Ships, modified by the Protocol of 17 February 1978,
- articles L 218-10 to L 218-31 of Environmental Code.

Drawn up on board the

Signature

APPENDIX VII

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

APPENDIX VIII

Secretariat's analysis of the similarities and differences presented by various marine oil pollution detection/investigation reports

Secretariat's analysis of the similarities and differences presented by various marine oil pollution detection/investigation reports

Pollution Observation/Detection Report on Polluters and Combatable Spills (IMO)[1]	**Report on witnessing pollution at sea by oil template[2]**	**Marine pollution detection report template[3]**	**Marine Oil Pollution Detection/Investigation Report[4]**
REPORTER	OBSERVER'S IDENTIFICATION	IDENTIFICATION OF THE OBSERVER OR OBSERVERS	IDENTIFICATION OF OBSERVER(S)
Reporting State (1.a.)			
Organization	Rank	Position within the organisation (5.3)	Organisation (if relevant) (5.2.)
			Position within the organisation (5.3.)
Observer (1.b.)		Observation from	Observation from
Aircraft (Call Sign)	aircraft (Call sign)	an aircraft (Name or identity) (5.4.) & (5.5)	aircraft (Name) (5.4.) & (5.5)
Platform (Call Sign)			
	patrol boat (Call sign)	a ship (Name or identity) (5.4.) & (5.5)	seacraft (Name) (5.4.) & (5.5)
		the coast, other location (Name or identity) (5.4.) & (5.5)	Location on shore or any other place from where observation was made (5.7.)
Observer(s) (Family Name(s)) (1.c.)	Name(s)	Name of the observer (5.1.)	Name and firstname (5.1.)
		Exact position of the ship (5.6.)	Exact position of seacraft (5.6.)
	Officer(s) on duty on board state (under official oath)		
		Organisation to which he/she reports (where applicable) (5.2.)	
		IDENTIFICATION OF THE AUTHORISED REPORTING OFFICIAL	IDENTIFICATION OF THE REPORTING OFFICER
		Name, grade/level, position (1.1.)	Name, surname, grade, position (1.1.)
		Governing body/department or organisation (1.2.)	Administration / organisation (1.2.)

[1] as presented in **Appendix III** to the present document.
[2] as presented in **Appendix V** to the present document.
[3] as presented in **Appendix VI** to the present document.
[4] as presented in **Appendix VII** to the present document.

		Ship name / aircraft call sign (1.3.)	Name of ship / Aircraft identification (1.3.)
		Official port or base (1.4.)	Port or base of registration (1.4.)
DATE AND TIME	PARTICULARS OF OIL SLICK		
Date (yymmdd) (2.a.)	Day / Month / Year	Date (2.3.)	Date (2.3.)
Time of Observation (UTC) (2.b.)	Local Time	Time (UTC) (2.3.)	Time (UTC) (2.3.)
LOCATION OF THE POLLUTION			
Position of the Pollution (3.a.) (Begin: Lat/Long | End Lat/Long)	Position of Oil Slick (Lat/Long or Bearing/Distance (NM))	Position of the Pollution (Latitude/ Longitude) (2.4.)	Location of slick (3.2.)
Inside/Outside Territorial Waters (3.b.)	Approximate distance from the nearest coast-line (NM)	Approximate distance from the nearest sea mark (in nautical miles/km)	Approximate distance from the nearest land-mark (3.3.)
			Other possible slick (3.2.)
DESCRIPTION OF THE POLLUTION		CHARACTERISTICS OF THE POLLUTION	FEATURES OF THE SLICK
Type of Substance Discharged (4.a.)			
Estimated Quantity (m^3) (4.b.)			
Length (km) (4.c.)	Length (Meters)	Length (km) (3.4.)	Length (km) (3.4.)
Width (km) (4.d.)	Width (Meters)	Width (km) (3.4.)	Width (km) (3.4.)
Coverage (%) (4.e.)	Percentage (%)	Coverage (3.5.)	Coverage (3.5.)
Oiled Area (km^2) (4.f.)		Area (km^2) (LxW) (3.4.)	Area (km^2) (3.4.)
		Estimated polluted area – Coverage (area in km^2 x % of coverage) (3.5.)	Estimation of polluted are (area in km^2, * of recovery)
	Physical description of Oil Slick	Description of the pollution	Description of oil slick (3.5.)
	Continuous	Continuous	
	In patches	Patches	
	In windows		
		Streaks	
	Direction (Degree)	Direction	Direction
Percentage of Oiled Area by Appearance (%) (4.g.)	Appearance of Oil Slick	Appearance of the pollution (3.6.)	Appearance of oil slick (3.6.)
METHOD OF DETECTION AND INVESTIGATION		OBSERVATION METHOD AND DOCUMENT	METHOD OF OBSERVATION AND DOCUMENTATION
Detection (5.a.)			

	Visual		Visual observation (6.1.)	Visual observation (6.1.)
	SLAR			
	IR			
	UV			
	Video		Telerecording (6.5.)	
	MW			
	LFS			
	Identification Camera			
	Other		Telephotography (6.4.)	Telephotos (6.4.)
Discharge Observed (5.b.)				
Photographs Taken (5.c.)		Copies of Photographs	Digital photographs (6.3.)	Digital Photographs (6.2.)
Samples Taken (5.d.)			Sample collected from the pollution and on board (6.6.)	Sample(s) taken (6.5.)
Need of Combating (5.e.)				
Other Ships/Platforms in Vicinity (Names) (5.f.)				
			Photographs on film (6.2.)	Photographs on film (6.2.)
			Other types of observation (6.7.)	Other forms of observation (6.6.)
WEATHER AND SEA CONDITIONS			CONDITIONS WITHIN THE AREA	SITUATION *IN-SITU*
Wind Direction (Degrees) (6.a.)		Direction of Surface Wind	Surface Wind Direction (4.3.)	Surface wind direction (4.3.)
Wind Force (Bft/Kts) (6.b.)		Speed of Surface Wind (m/s)	Surface Wind Speed (knots) (4.3.)	Surface velocity (knots)(4.3.)
Visibility (kms) (6.c.)		Visibility (KM)	Light and Visibility (km) (4.1.)	Visibility (km) (4.1.)
Cloud Coverage (Octa) (6.d.)		Weather (clear/fair/cloudy/rain)		Sky condition (4.1.)
Wave Height (m) (6.e.)				
Current Direction (Degrees) (6.f.)				Currents direction (4.4.)
			Sea State (4.2.)	Sea conditions (4.2.)
				Current velocity (4.4.)

OBSERVATION OF A DISCHARGE OF HARMFUL SUBSTANCES BY A SHIP UNDER ARTICLE 6(3) OF MARPOL			
SHIP INVOLVED	PARTICULARS OF SHIP IN SUSPECT OF CONTRAVENTION	CHARACTERISTICS OF THE SHIP(S) SUSPECTED OF HAVING COMMITTED THE OFFENCE	DESCRIPTION OF SHIP(S) SUSPECTED OF HAVING CARRIED OUT THE SPILL
Name (7.a.)	Name of the Ship	Name of the Ship (2.1.)	Name of Ship (2.1.)
			Reasons for suspecting the ship (2.2.)

Callsign (7.b.)	Ship's Call Sign		
Flag State (7.c.)	Flag of the Ship	Flag (2.5.)	Flag (2.5.)
Home Port (7.d.)	Port of the Ship	Port registration (2.5.)	Port of registration (2.5.)
Type of Ship (7.e.)	Type of the Ship	Type of Fish (2.6.)	Type of Ship (2.6.)
Position (Lat/Long) (UTC) (7.f.)	Position of the Ship (Lat/Long or Bearing/Distance (NM))	Position of the ship (Latitude/ Longitude) (2.4.)	Position of ship (Lat/Long) (2.4.)
Heading (Degrees) (7.g.)	Approximate Course	Heading (degrees) (2.8.)	Course (degrees) (2.8.)
Speed (kts) (7.h.)	Approximate Speed	Approximate Speed (knots) (2.8.)	Approximate Speed (knots) (2.8.)
Colour of the Hull (7.i.)		Colour of the ship (Hull) (2.6.)	Colour of the ship (Hull/Superstructure) (2.6.)
Colour of the Funnel and Funnel Mark (7.j.)		Markings on the funnel(s) (2.6.)	Markings on the funnel(s) (2.6.)
Colour / Description of Superstructure (7.k.)		Colour of the ship (Superstructure) (2.6.)	
Vessels IMO Number (7.l.)			
	Estimated Tonnage (G/T)	Estimated Tonnage (TONNES) (2.6.)	Estimated Tonnage (tons) (2.6.)
	Draught condition (loaded or in ballast)	Draught (loaded or in ballast) (2.7.)	Draught (loaded or in ballast) (2.7.)
	Was there any Oil in front of the Ship?	Position of the pollution in relation to the ship (for example, astern, to port, to starboard) (2.9.)	Position of spill in relation to the ship (e.g.: rear, starboard; portside) (2.9.)
	Part of the Ship from which Discharge was ascertained	Section of the ship from where the discharge appears to originate (2.10.)	Section of ship from where the spill may have leaked (2.10.)
	Did the Discharge Cease when the Ship was observed?	Did the discharge cease when the ship was observed or contacted by radio? (2.11.)	Did the spill stop when the ship was observed or contacted by radio (2.11.)
	Where there other suspicious Ships in the vicinity?		
		Reasons for suspecting the ship (2.2.)	
INFORMATION BY RADIO CONTACT	OTHER INFORMATION OBTAINED THROUGH RADIO CONTACT	OTHER INFORMATION, IF IT HAS BEEEN POSSIBLE TO ESTABLISH RADIO COMMUNICATION	OTHER INFORMATION IF A RADIO CONTACT WAS MADE
Radio Contact (8.a.)			
Means of Communication (8.b.)			
VHF / Teleph			

Ch / Freq			Frequency used (7.1.)
Last Port of Call (8.c.)	Ship's last Port of Call and Date	The ship's last port of call (7.3.)	Last port of call of ship (7.4.)
Cargo (8.d.)			
Last Cargo (8.e.)			
Next Port of Call, ETA (yymmdd) (8.f.)	Ship's next Port of Call and Date	The ship's next port of call (7.4.)	Next port of call of ship (7.5.)
Statements of Captain Officer on Duty (8.g.)		Information from the captain on the pollution (7.1.) Explanation provided by the captain (7.2.)	Information on the pollution provided by shipmaster (7.2.) Explanations provided by shipmaster (7.3.)
	Name of the	Name and nationality of the	Name, firstname and nationality of (7.6.)
	Captain	captain (7.5.)	shipmaster
	Ship's Owner	ship's owner (7.5.)	ship owner
		chief engineer	chief engineer
		Desk officer	watchkeeping officer
		The ship's call sign (7.6.)	Call sign of ship (7.7.)

OBSERVATION OF A DISCHARGE OF HARMFUL SUBSTANCS BY AN OFFSHORE INSTALLATION			
OFFSHORE INSTALLATION INVOLVED:			
Platform Name (9.a.)			
Position (lat/long) (9.b.)			
Type of Platform (Production/Drilling etc) (9.c.)			
Company Name (9.d.)			
INFORMATION BY RADIO CONTACT			
Radio Contact (10.a.)			
Means (10.b.)			
VHF / Teleph			
Ch / Freq			
Contact with (position) (10.c.)			
Statements (10.d.)			

REMARKS AND ADDITIONAL INFORMATION:	WITNESS		ADDITIONAL INFORMATION - SUMMARY
		Activity in which the observer was engaged when the observation was made, for example, on patrol, travelling (flight from .. to ...) etc. (5.7.)	What was the observer doing when s/he spotted the spill [e.g.: patroling, flight (flight from…. to….] (5.8.)

		REPORTING FORMALITIES	INSTRUMENTS ALLEGEDLY BREACHED
	Whereas the above mentioned action constitutes a contravention: (a) of the articles 1,2 and 3 to the Law 743/77 (Off.Gaz A 319) as codified and translated with the P.D 55/98 (Off. Gaz A 58). (b) of the International Convention for the prevention of Pollution from Ships, 1973 and the Protocol of 1978 relating thereto (MARPOL 73/78) Iaccuse the captain and any other responsible person on board for the imposition of legal sanctions.	These actions may constitute a violation of the provisions of: - the London International Convention of 2 November 1973 for the Prevention of Pollution from Ships, modified by the Protocol of 17 February 1978, - articles L 218-10 to L 218-31 of Environmental Code.	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 :