

2020 Aerial Surveillance reporting format

1. The new Surveillance Data Reporting Format is in **Annex 1**. A general outline of the new reporting format can be found in **Table 1**.
2. The new reporting format adapts to the recent trends on pollution sources and categories:
 - Shift from mainly ship-source oil spills towards a more complex diversification of spill categories with oil spills no longer being the dominant category;
 - Decrease of the illegal oil discharges from ships but remaining high numbers of (mostly permitted) oil discharges from offshore installations;
 - Increase of “other substances” detections, including permitted discharges; and
 - Diversification in surveillance platforms with an increased use of satellite surveillance leading to an increase in SAT alerts which need to be verified.
3. The new reporting format includes the following amendments:
 - *Adding (Super) CEPCO* to the tables 1+2: The organizing country should continue to compile all (Super)CEPCO data and submit these to the Secretariat.
 - *‘Day/Night’* fields in tables 2 and 3: These fields should be kept in the tables.
 - *‘Wind speed’* and *‘LAT/LONG’* fields: A conversion table should be added in (a final sheet of) the new Excel data reporting format, to enable CPs to convert wind speed (from Kts to m/x) and LAT/LONG position (from degrees-minutes-seconds or degrees-decimal minutes to decimal degrees) prior to adding these wind and position data in the various other Tables.
 - *‘Spill category’* fields in table 2 and 3:
 - The field is rephrased to *‘spill/pollution category’*;
 - Subject to approval of MARPOL Annex V in the scope of work of the BA, *‘garbage’* should be kept as a specific category in this field. But it should be specified when to report (cf. in case of a ship caught red-handed, or in case of significant amounts/volumes of garbage observed at the sea surface);
 - An extra pollution category is added, named *‘floating objects’* (in line with AOH).
 - *‘Type of Polluter’* field: Title is changed to *‘Polluter/source’* (since sometimes a discharge observed/detected is a permitted discharge).
 - *‘Polluter Identification’* fields in tables 2 and 3: This field is to be deleted in tables 2 (national flights) for reasons of confidentiality. However, in table 3 (TdH) this field should be kept and renamed *‘Source Identification’* since it focuses on offshore oil and gas installations, and names of rigs have until now systematically been reported each year for the purpose of TdH reporting.
 - *MMSI and IMO numbers* have been deleted for the same confidentiality reasons.
 - *‘Casefile’* field in Table 2: This field will be deleted (also following agreement by NSN).
 - *‘Is the detection a verification of SAT alert?’* field: This field can be deleted from the tables 2 and 3; EMSA will be asked if they can report this info since this it is part of the CSN feedback.

Table 1: Outline of a new Surveillance Data Reporting Format

<p>Marine Pollution</p> <p>Part 1: Flight-related data</p> <ul style="list-style-type: none">• <u>Table 1:</u> Flight effort data → Table with national, TdH and (Super)CEPCO flight hours info• <u>Table 2:</u> Observed/detected spills – national and (Super)CEPCO flights → Spill detection info, of national and (Super)CEPCO flights• <u>Table 3:</u> Observed/detected spills – TdH flights → (slightly distinct) ‘TdH’ spill detection info• <u>Table 4:</u> TdH and (Super)CEPCO flight routing → Flight routing info of regional missions to produce flight route maps
<p>Part 2: Satellite-related data</p> <ul style="list-style-type: none">• <u>Table 5:</u> SAT detection and confirmation data → To be completed by Norway only¹; for other CPs these SAT data are taken directly from the annual EMSA CSN Report

¹ And possibly also UK, after BREXIT (to be confirmed).

Overview of Tables in proposed new Surveillance Reporting Format

Marine Pollution

PART 1: FLIGHT-RELATED DATA

Table 1. Flight effort data - National + regional flight data

Country	Year	Flight Type	No. of flight hours			No. of flights <i>(TdHs and (Super)CEPCOs only)</i>	Remarks
			Daylight	Darkness	Total		

Column Header	Format Example	Explanation
Country	Netherlands	Full country name the reported data applies to (reporting Contracting Party)
Year	2013	The year that the reported data applies to
Flight type	N	For each flight type reported, a <u>different row</u> should be added: <u>National flights</u> – “N” → These national flight data should be completed for flights conducted in the EEZ/waters of the reporting Contracting Party <u>Regional flights:</u> - Tour d’Horizon – “TDH” - CEPCO or Super CEPCO – “C” or “SC” → TdH flight data should be completed by each participating Contracting Party performing a specific TdH mission. → (Super) CEPCO flight data should be added by the Contracting Party organizing the (Super)CEPCO.
No. of flight hours – Daylight	136:24	The number of flight hours and minutes carried out in daylight - From 30 minutes after Morning Civil Twilight, until 30 minutes before Evening Civil Twilight as given in the Air Almanac – shown as a colon separated value. No decimal values

No. of flight hours – Darkness	86:23	The number of flight hours and minutes carried out in darkness - From 30 minutes before Evening Civil Twilight, until 30 minutes after Morning Civil Twilight as given in the Air Almanac – shown as a colon separated value. No decimal values
No. of flight hours – Total	222:47	= (No. of flight hours - Daylight) + (No. of flight hours – Darkness) – shown as a colon separated value. No decimal values
No. of flights (TdHs and (Super)CEPCOs only)	5	Number of flights performed during the annual TdH mission and/or during the CEPCO operation.
Remarks		Any additional textual information to inform on particular situations

Table 2. Observed/detected spills (during national and (Super)CEPCO flights)

Multiple slicks obviously originating from a single spill should not be reported separately but should be combined and the centre point reported as the location (for further explanation see §6 in the introduction)

Country	Year	Spill ID	Flight Type	Day/Night	Date	Time	Wind speed	Wind direction	CP Area <small>((Super)Cepcos Only)</small>	Latitude	Longitude	Length	Width	Area	Spill/Pollution category	If OIL: Estimated min. volume	If OIL: Vol. Category	If OS or GAR: Type of substance spilled	Polluter/Source	Remarks
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Column Header	Format Example	Explanation
Country	Belgium	Full country name the reported data applies to (reporting CP)
Year	2013	The year that the reported data applies to
Spill ID	BE-01	A unique code which will enable each individual spill to be individually identified (* Note: in case of a spill consisting of several slicks (multiple slicks clearly originating from 1 spill), only 1 spill ID should be added (and not x '(partial) slick' IDs). In this case, the centre point should be reported as location. For spills recorded by other CPs (e.g. Denmark) within a countries waters (e.g. Norway) the spill ID should start with the country where the spill occurs, followed by the spill ID from the country that made the observation separated by a backslash "/" i.e. NO/DK-31.
Flight Type	N	The type of flight the detection was made during: National = "N" CEPCO = "C" – To be added by Contracting Party organizing CEPCO Super CEPCO = "SC" – To be added by Contracting Party organizing Super CEPCO
Day/Night	D	Whether the detection was made during the day or night: Day = "D" or Night = "N"
Date	27/03/2013	The date of the individual detection
Time	08:20	The time of the detection (in UTC)

Wind speed	2	The wind speed (in m/s) at the time of the detection (if needed, use conversion table to change from Kts to m/s).
Wind direction	210	The wind direction in degrees at the time of the detection
CP area ((Super)CEPCOs only)	Norway	The Contracting Party in which EEZ/waters the detection was made
Latitude	51,3683	The latitude of the detection in decimal degrees, using WGS84 - See also Note under 'Spill ID' above for spill consisting of several slicks. (if needed, use conversion table to change from degrees-min.-sec. or degrees-decimal min. to decimal degrees.)
Longitude	2,6733	The longitude of the detection in decimal degrees, using WGS84 - See also Note under 'Spill ID' above for spill consisting of several slicks. (if needed, use conversion table to change from degrees-min.-sec. or degrees-decimal min. to decimal degrees.)
Length	2,3	The length of the detection in kilometres
Width	0,1	The width of the detection in kilometres
Area covered	0,092	The area of the detection in square kilometres (km ²)
Spill/pollution category	OIL	The category the detection falls into from: Mineral Oil = "OIL" Other Substance = "OS" (other noxious liquid substance; MARPOL Annex II) Unknown = "UNK" (not visually verified spill) Garbage = "GAR" (MARPOL Annex V substance) Litter = "LIT" (Observed 'litter' in general terms – cf. OSPAR def.) Floating objects = "OBJ" (Observed floating objects – e.g. wood, containers, floating industrial pipes, etc.)
<u>If oil</u> : Estimated min. volume	0,015	Volume of the detection confirmed/observed as mineral oil as calculated using the Bonn Agreement Oil Appearance Code using the lower figure (<u>BAOAC minimum</u>) in m ³

If oil: Vol. Category	1	<p>The Vol. category (1, 2, 3, 4 or 5) that the detection falls into:</p> <p><0,1m³ = "1"</p> <p><0,1-1m³ = "2"</p> <p>1-10 m³ = "3"</p> <p>10-100 m³ = "4"</p> <p>>100 m³ = "5"</p>
If OS or GAR: Type of substance spilled	Palm oil	<p>Product name or type of OS or GAR substances that could be identified (in case of known polluter, or via visual identification - cf. BAOAC Atlas).</p> <p>- Examples for OS: vegetable oils (palm oil sun flower oil, soya oil etc.), fish oil, molasses, various chemicals (methanol, biodiesels/FAME, toluene, paraffines etc.);</p> <p>- Examples of GAR: solid cargo residues (e.g. coal residues), plastics, fish nets, ...</p> <p><u>OR</u> Unknown – "UNK" (in case the type of substance could not be identified)</p>
Polluter/source:	Other	<p>Type of polluter or source:</p> <p>Offshore Installation = "RIG"</p> <p>Vessel = "SHIP"</p> <p>Other Polluter or source (e.g. land based source) = "OTHER"</p> <p>Unknown = "UNK" (in case of an "orphan" spill that cannot be linked to a polluter)</p>
Remarks	Case pending	<p>Any additional information to inform on particular situations</p> <p>Description of marine litter sightings</p>

Table 3. Observed/detected spills (during Tour d’Horizon (TdH) flights)

Multiple slicks obviously originating from a single spill should not be reported separately but should be combined and the centre point reported as the location (for further explanation see §6 in the introduction)

Country	Year	Date	Time	Wind speed	Wind direction	Latitude	Longitude	CP Area	Length	Width	Area covered	Daylight or Darkness	Spill category	If Oil: Min. volume	If Oil: Max. volume	If OS or GAR: Type of substance spilled	Polluter/Source	Source ID	In flight report	Post flight fax sent	Post flight email sent	Reporting made to	Remarks
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Column Header	Format Example	Explanation
Country	Belgium	Full country name the reported data applies to (Reporting country)
Year	2013	The year that the reported data applies to
Date	27/03/2013	The date of the individual detection
Time	08:20	The time of the detection (in UTC)
Wind speed	2	The wind speed (in m/s or Kts) at the time of the detection (if needed, use conversion table to change from Kts to m/s).
Wind direction	210	The wind direction in degrees at the time of the detection
Latitude	51,3683	The latitude of the detection in decimal degrees, using WGS84 (if needed, use conversion table to change from degrees-min.-sec. or degrees-decimal min. to decimal degrees.)
Longitude	2,6733	The longitude of the detection in decimal degrees, using WGS84 (if needed, use conversion table to change from degrees-min.-sec. or degrees-decimal min. to decimal degrees.)
CP Area	Norway	The Contracting Party in which EEZ/waters the detection was made
Length	2,3	The length of the detection in kilometres

Width	0,1	The width of the detection in kilometres
Area covered	0,092	The area of the detection in square kilometres (km ²)
Daylight or Darkness	Daylight	Detection in Daylight or darkness
Spill category	Oil	The category the detection falls into from: Mineral Oil = "OIL" Other Substance = "OS" Unknown = "UNK" Garbage = "GAR" Litter = "LIT" Floating objects = "OBJ" (for definitions: See Table 2)
<u>If Oil</u> : Min Volume	0.073	Minimum spill volume in m ³
<u>If Oil</u> : Max Volume	0.545	Maximum spill volume in m ³
<u>If OS or GAR</u> : Type of substance spilled	Palm oil	Product name or type of OS or GAR substances that could be identified (e.g. in case of known polluter, or via visual identification – cf. BA OAC Atlas).(Examples: see above) <u>OR</u> Unknown – "UNK" (in case the type of substance could not be identified)
Polluter/source type	RIG	Type of polluter/source: Offshore Installation = "RIG" Vessel = "SHIP" Other Polluter or source (e.g. land based source) = "OTHER" Unknown = "UNK" (in case of an "orphan" spill that cannot be linked to a polluter)
Source ID	Platform Alpha	The name of the Rig (or Ship) if identifiable
In Flight Report	Y	Has an in Flight Report been undertaken Y or N

Post flight Fax sent	N	Has a post flight fax report been sent Y or N
Post flight Email sent	Y	Has a post flight email report been sent Y or N
Reporting made to	National Contact Point	Who has the post flight report been sent to: national focal point or other? (specify)
Remarks	Case pending	Any additional information to inform on particular situations Description of marine litter sightings

Table 4. TdH and (Super)CEPCO Flight Routing

Date	Flight Number	Waypoint Code (Incl. Airports)	Position (only if waypoint not in Aerial Operations Handbook)
Column Header	Format	Explanation	
Country	Belgium	Full country name the reported data applies to (Reporting country)	
Date	27/03/2013	The date of the start of the flight	
Flight Type	TDH	The type of flight during for which the flight routing is reported: Tour D’Horizon – “TDH” CEPCO or Super CEPCO – “C” or “SC”	
Flight Number	NL: 1046, BE: 13046, UK: Endurance 446, Etc.	The number of the TdH or (Super)CEPCO Flight	
Way Point Code (Including Airports)	T10, T11, T12, EGNT	The Waypoint codes for the flight taken from the Aerial Operations Handbook including Airports	
Position	N XX0 XX,XX' E/W XXX0 XX,XX'	The position of the flight route → In case of TdH: only if different from the TdH waypoints in the Aerial Operations Handbook → In case of (Super)CEPCO: Waypoint positions to be completed by organizing Contracting Party.	

PART 2 – SATELLITE-RELATED DATA

Table 5. Satellite detections and confirmations

To be completed by NORWAY only² (satellite data for the other Bonn Agreement countries will be taken directly from the EMSA CleanSeaNet report)

Country	Year	Detected	Confirmed mineral oil	Confirmed other substances	Confirmed unknown spills	Confirmed natural phenomena	Nothing found
Column Header							
Country	Norway						
Year	2013						
Detected		215					
Confirmed mineral oil			7				
Confirmed other substances				3			
Confirmed unknown spills					2		
Confirmed natural phenomena						1	
Nothing found							202

² And possibly UK, after the BREXIT (to be confirmed)