

I MESSAGGI POLREP

Il messaggio POLREP (*Pollution Reporting*) è uno dei messaggi cosiddetti "Incident" che sono stati adottati da tutti gli Stati Europei che partecipano al SafeSeaNet, per la trasmissione attraverso il SafeSeaNet stesso delle informazioni relative ad inquinamenti, allo scopo di:

- dare pronta notizia di tutti quegli incidenti che stiano causando o che siano suscettibili di causare inquinamento del mare da idrocarburi o altre sostanze nocive con conseguente minaccia per le coste o gli interessi connessi di uno o più Paesi;
- informare sulle azioni assunte e su quelle previste, tenuto conto dell'evolvere della situazione;
- richiedere assistenza.

Il POLREP è diviso in tre parti:

1. la prima parte o POLWARN (*Pollution Warning*), numerata da 1 a 5, ha lo scopo di fornire una prima informazione, ovvero dare l'allarme riguardo l'inquinamento in atto o la sua minaccia - **ALLEGATO 1-A**;
2. la seconda parte o POLINF (*Pollution Information*), numerata da 40 a 60, è finalizzata a dare ogni notizia utile riguardante l'inquinamento e può anche essere utilizzata, nelle fasi successive, come SITREP (*Situation Report*) - **ALLEGATO 1-B**;
3. la terza parte o POLFAC (*Pollution Facilities*), numerata da 80 a 99, è usata per richiedere assistenza agli altri Paesi e per definire aspetti operativi riguardanti tale aspetto - **ALLEGATO 1-C**.

Le tre parti possono essere utilizzate insieme o separatamente secondo le modalità di compilazione stabilite per il SafeSeaNet in ambito EMSA e coordinate, a livello Nazionale, dal C.O.N.GUAR.COST.

In caso di situazioni di emergenza locale o nazionale il messaggio POLREP dovrà essere inviato anche attraverso i sistemi tradizionali agli indirizzi di seguito riportati.

È possibile altresì utilizzare solo una parte dei paragrafi previsti dal formulario standard, con la avvertenza che la numerazione dei paragrafi che non interessano e/o che non si vuole utilizzare non deve comparire sul messaggio.

Quando la prima parte (POLWARN), è utilizzata per lanciare l'allarme di una minaccia di grave inquinamento, bisogna dare al messaggio la qualifica di priorità "URGENTE".

A tutti i messaggi POLREP che si ricevano e che contengano richiesta di accuso ricevuta (*Acknowledge*, cfr. paragrafi 5, 60 o 99), va data risposta al più presto possibile a cura dell'Autorità nazionale competente.

Una volta concluso l'evento che ha richiesto l'emanazione di POLREP, bisognerà che l'Autorità che ha originato i messaggi ne dia comunicazione a tutte le altre parti.

I POLREP, qualora l'emergenza possa interessare altri Paesi, dovranno essere compilati in inglese, e la componente indirizzi dovrà sempre contenere anche il REMPEC e l'EMSA.

SINTESI DEL MESSAGGIO POLREP CON INDICAZIONE DEI CAMPI IN INGLESE

EXPLANATION OF A POLREP MESSAGE

INTRODUCTORY PART

Contents	Remarks
ADDRESS	<p>Each report should start with an indication of the country Whose competent national authority is sending it and of addressee, e.g.:</p> <p>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).</p>
DTG (Day Time Group)	<p>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.</p>
IDENTIFICATION	<p>"POL..." indicates that the report might deal with all aspects of pollution (such as oil as well as other harmful substances).</p> <p>".....REP" indicates that this is a report on a pollution incident. It can contain up to 3 main parts:</p> <p>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.</p> <p>Part II (POLINF) - is a detailed supplementary report to Part I. This part of the report is numbered from 40 to 60.</p> <p>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.</p> <p>BARCELONA CONVENTION indicates that the message is sent within the framework of the Emergency Protocol of the Barcelona Convention.</p> <p>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.</p> <p>Figures without additional text <u>shall not</u> appear in the POLREP.</p> <p>When Part I is used as warning of a serious threat, the telex should be headed with the traffic priority word "URGENT".</p>

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Remarks

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 can be expected.

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	HRV	Monaco	MCO
Cyprus	CYP	Montenegro	MNE
Egypt	EGY	Morocco	MAR
EU	EU	Slovenia	SVN
France	FRA	Spain	ESP
Greece	GRC	Syria	SYR
Israel	ISR	Tunisia	TUN
Italy	ITA	Turkey	TUR

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.

A summarised list of POLREP is given below.

INTRODUCTORY PART

Address from to

Date Time Group

Identification Serial Number

PART I (POLWARN)

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 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 type of incident should be stated here, such as BLOWOUT, TANKER GROUNDING, TANKER COLLISION, OIL SLICK, etc.
4 Outflow	The polluting substance, such as CRUDE OIL, CHLORINE, DINITROL, PHENOL as well as the total quantity in tonnes of the outflow and/or the flow rate, and the risk of further outflow should be mentioned. If there is no pollution, but a threat of pollution, the words NOT YET followed by the substance (for example NOT YET FUEL OIL) should be stated.
5 Acknowledge	When this number is used, the message should beacknowledged as soon as possible by the competent national authority.

PART II (POLINF)

40 Date and Time	No. 40 relates to the situation described in numbers 41 to 60 if it varies from number 1.
41 Position and/or extent of pollution on/above/in thesea	Indicates the main position of the pollution in degrees and minutes of latitude and longitude and may in addition give the distance and bearing of some prominent landmark known to the receiver if other than indicated in number 2. Estimated amount of pollution (e.g. size of polluted areas, number of tonnes of oil spilled if other than indicated in number 4, or number of containers, drums lost). Indicates length and width of slick given in nautical miles if not indicated in number 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 Source 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: Type of ship/vessel, Name, Previous names, Flag, Year built, IMO No, Hull type, GT, DWT, Total cargo capacity, Number of tanks, Owner, Manager, P&I Club, Cargo type, Cargo quantity, Voyage, Cargo Owner, Damage, Other information 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 in m/sec. The direction always indicates from where the wind is blowing.
45 Current direction and speed and/or tide	Indicates current direction and speed in degrees and knots and tenths of knots. The direction always indicates the direction in which the current is flowing.
46 Sea state and visibility	Sea state indicates the wave height in metres. Visibility in nautical miles.
47 Drift of pollution	Indicates drift course and speed of pollution in degrees and knots or tenths of knots. In cases of air pollution (<i>gas cloud</i>), drift speed is indicated in m/sec.
48 Forecast of likely effect of pollution and zones affected	Results of mathematical models could indicate e.g. arrival on beach with estimated timing.
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 Action 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	Indicates all of them, if any
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 Acknowledge	When this number is used, the telex/email should be acknowledged as soon as possible by the competent national authority.

PART III (POLFAC)

80 Date and Time	No. 80 is related to the situation described below, if it varies from numbers 1 and/or 40.
81 Request for assistance	Type and amount of assistance required in form of: <ul style="list-style-type: none"> - 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 the 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 contact numbers (including telephone, email address, telefax and telex numbers as appropriate) and contact persons.

85 Names of other States and Organisations	Only to be filled in if not covered by number 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 or the operation may request the other party 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	Space for any other relevant requirements or instructions.
99 Acknowledge	When this number is used, the message (email or telex) should be acknowledged as soon as possible by the competent national authority.