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## Background

The Bonn Agreement Working Group on Operational, Technical and Scientific Questions Concerning Counter Pollution Activities (OTSOPA) has at their previous meeting agreed on amendments to the joint surveillance reporting format (as set out in the Annex to this document). The Bonn Agreement Secretariat has contacted the HELCOM Secretariat in order to receive feedback on the matter.

The Secretariat requested the contacts of the HELCOM IWGAS to send any comments to the above mentioned amendments by 13 November 2019. Since no objections were received by the deadline the proposed amendments were considered acceptable to IWGAS.

## Action requested

The Meeting is invited to consider and agree on the proposed amendments to the joint surveillance reporting, noting that the Secretariat will communicate this to the OTSOPA on its next meeting that will be held in May 2020.



# Bonn Agreement Accord de Bonn

For the attention of:  
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03 September 2019

Dear Markus,

The Bonn Agreement kindly requests HELCOM to consider the amendments proposed to the joint Bonn Agreement/HELCOM annual reporting format on illegal discharges observed during aerial surveillance. The Bonn Agreement believes that it is essential to have a harmonized surveillance data reporting system for both regional agreements, so feedback from HELCOM will be considered before the final approval by BONN in September/October 2020.

The Bonn Agreement Working Group on Operational, Technical and Scientific Questions Concerning Counter Pollution Activities (OTSOPA) agreed in May 2019 on a draft new surveillance reporting format as in Annex 1. The new format considers the recent trends on pollution sources and categories:

- Shift from mainly ship-source oil spills towards a more complex diversification of spill categories.
- 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.

The following amendments were agreed:

- A more logic reorganisation of the various surveillance reporting tables, in 2 distinct parts (a first flight-related part with flight effort and spill detection tables, and for regional missions a flight routing table; and a second satellite surveillance related part).
- 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.
- ‘Night/day’ 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.

We would appreciate if we can receive comments from HELCOM by April 2020 on the amendments proposed in the joint reporting format as in Annex 1, so that OTSOPA can consider HELCOM’s feedback at its next meeting scheduled in May 2020. In this way the final version could be adopted by BONN 2020 after the summer.

Thank-you very much for your collaboration and interest.

Best regards,



Ronny Schallier,  
OTSOPA Chair  
Bonn Agreement



Laura de la Torre  
Deputy Secretary  
Bonn Agreement/OSPAR Commission

## 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		
<b>Column Header</b>		<b>Format Example</b>	<b>Explanation</b>				
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	<p>For each flight type reported, a <u>different row</u> should be added:</p> <p><u>National flights</u> – “N”</p> <p style="color: red;">→ These national flight data should be completed for flights conducted in the EEZ/waters of the reporting Contracting Party</p> <p><u>Regional flights</u>:</p> <ul style="list-style-type: none"> <li>- Tour d’Horizon – “TDH”</li> <li>- CEPCO or Super CEPCO – “C” or “SC”</li> </ul> <p style="color: red;">→ TdH flight data should be completed by each participating Contracting Party performing a specific TdH mission.</p> <p style="color: red;">→ (Super) CEPCO flight data should be added by the Contracting Party organizing the (Super)CEPCO.</p>				
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 <b>(TdHs and (Super)CEPCOs only)</b>	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 (Super/CEPCO Only)	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
<b>Column Header</b>										<b>Format Example</b>	<b>Explanation</b>									
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	<p>A unique code which will enable each individual spill to be individually identified</p> <p>(* 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.</p> <p>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.</p>									
Flight Type										N	<p>The type of flight the detection was made during:</p> <p>National = "N"</p> <p>CEPCO = "C" – <b>To be added by Contracting Party organizing CEPCO</b></p> <p>Super CEPCO = "SC" – <b>To be added by Contracting Party organizing Super CEPCO</b></p>									
Day/Night										D	<p>Whether the detection was made during the day or night:</p> <p>Day = "D" or Night = "N"</p>									
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 (( <b>Super</b> )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 <sup>2</sup> )
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.)
If oil: 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 <sup>3</sup>
If oil: Vol. Category	1	The Vol. category (1, 2, 3, 4 or 5) that the detection falls into: <0,1m <sup>3</sup> = "1" <0,1-1m <sup>3</sup> = "2"

		1-10 m <sup>3</sup> = "3" 10-100 m <sup>3</sup> = "4" >100 m <sup>3</sup> = "5"
<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 (in case of known polluter, or via visual identification - cf. BAOAC Atlas). - Examples for OS: vegetable oils (palm oil sun flower oil, soya oil etc.), fish oil, molasses, various chemicals (methanol, biodiesels/FAME, toluene, paraffines etc.); - Examples of GAR: solid cargo residues (e.g. coal residues), plastics, fish nets, ... <u>OR</u> Unknown – "UNK" (in case the type of substance could not be identified)
Polluter/source:	Other	Type of polluter or 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)
Remarks	Case pending	Any additional information to inform on particular situations Description of marine litter sightings

**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
<b>Column Header</b>			<b>Format Example</b>			<b>Explanation</b>																	
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 <sup>2</sup> )																	
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 <u>Table 2</u> )
<u>If Oil</u> : Min Volume	0.073	Minimum spill volume in m <sup>3</sup>
<u>If Oil</u> : Max Volume	0.545	Maximum spill volume in m <sup>3</sup>
<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)
<b>Column Header</b>			<b>Format</b>
Country			<b>Explanation</b>
Country			Belgium
Date			Full country name the reported data applies to (Reporting country)
Date			27/03/2013
Date			The date of the start of the flight
Flight Type			TDH
Flight Type			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.
Flight Number			The number of the TdH or (Super)CEPCO Flight
Way Point Code (Including Airports)			T10, T11, T12, EGNT
Way Point Code (Including Airports)			The Waypoint codes for the flight taken from the Aerial Operations Handbook including Airports
Position			N XX0 XX,XX' E/W XXX0 XX,XX'
Position			The position of the flight route
			→ <b>In case of TdH: only if different from the TdH waypoints in the Aerial Operations Handbook</b>
			→ <b>In case of (Super)CEPCO: Waypoint positions to be completed by organizing Contracting Party.</b>

**PART 2 – SATELLITE-RELATED DATA**

**Table 5. Satellite detections and confirmations**

**To be completed by NORWAY only<sup>1</sup> (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
<b>Column Header</b>			<b>Format Example</b>				<b>Explanation</b>
Country			Norway				Full country name the reported data applies to (reporting Contracting Party)
Year			2013				The year that the reported data applies to
Detected			215				The number of satellite detections inside national EEZ/waters
Confirmed mineral oil			7				The number of satellite detections confirmed as mineral oil
Confirmed other substances			3				The number of satellite detections confirmed as other substances
Confirmed unknown spills			2				The number of satellite detections which could not be visually verified
Confirmed natural phenomena			1				The number of satellite detections confirmed as natural phenomena
Nothing found			202				The number of verified satellite detections where nothing could be found

<sup>1</sup> And possibly UK, after the BREXIT (to be confirmed)