CONTENTS	REMARKS
1/1	Each report should be identified and the receiving agency should be in a position to check whether all reports of the incident in question have been received. This is done by using a national identification (CANDEN) followed by a stroke system where the figure before the stroke indicates the incident to the report refers, and the figures following the stroke indicates the actual number of reports which have been originated on the incident in question.
	POLREP CANDEN DA 1/1 thus indicates the first report from Denmark of the incident in question in the Joint Marine Pollution Contingency Plan region.
	POLREP CANDEN DA 1/2 will, in accordance with the described system, then indicate the second report from the same incident.
	If the pollution caused by the incident splits up into <u>clearly defined patches</u> -in this case two - the wording POLREP CANDEN 1 is now splitting into POLREP CANDEN 2 and POLREP CANDEN 3 and should be indicated in the last report on the incident identified by figure 1 preceeding the stroke.
	The first reports on the two patches originating from the incident first reported will then be numbered POLREP CANDEN DA 2/1 and POLREP CANDEN DA 3/1 and consecutive numbers after the stroke could then be used.
1. DATE AND TIME	The day of the month as well as the time of day when <u>the incident</u> 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 at <u>UTC</u>, e.g. 091900z (i.e. the 9th of the relevant month at 1900 UTC). If so wanted, local time (UTC - 4, e.g. 091900v -the 9th of the relevant month at 1900 local time).
2. POSITION	Indicates the main position of the incident in latitude and longitude in degrees and minutes and may in addition give the bearing of and the distance from a location known by the receiver.
3. INCIDENT	The nature of the incident should be stated here such as BLOWOUT, TANKER GROUNDING, TANKER COLLISION, OIL SLICK etc.