

International Convention for the Prevention of Pollution from Ships (MARPOL) National implementation

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National resources

- For detection of the MARPOL offences at sea the FBG operates two aircraft equipped with SLAR, IR/UV scanner, FLIR etc. to allow surveillance and documentation of maritime spills also in darkness and in bad visibility. FBG helicopters observe also the ship source pollution when patrolling over the sea area.
- European wide satellite service for oil spill detection (the CleanSeaNet) offers radar satellite imagery several times per week. Verification activities of the possible oil spill detections are carried out by Coast Guard Command Centres that dispatch aerial surveillance or a ship to verify the potential oil spills.
- FBG personnel involved in MARPOL surveillance and investigations of possible MARPOL offences:
 - Management 4 persons
 - Support Staff 45 person

Fuctions and tasks

- The FBG carries out the surveillance at sea and Traficom at the ports
- The Port State Control officers as well as MARPOL Inspectors carry out inspections in ports
- The criminal investigators of the FBG investigate the alleged MARPOL offences
- The Finnish Environment Institute estimates the environmental consequences of the marine discharges
- FBG reports the oil spills over 50m³ to Traficom which reports to IMO

Criminal investigations and consequences

- FBG carries out investigations for posing a possible administrative fees for illegal oil discharges approximately 3-10 / year
- All issued oil discharge fees are reported to Traficom (when discharger is a foreign flag ship, a flag state report is made)
- The administrative fees are implemented on all water- vessels (incl. leisure)
- Minor oil discharges -> minor offence = day fines or warnings
- Other substances (0-3 investigations / year) -> pre-trial investigations -> prosecutor