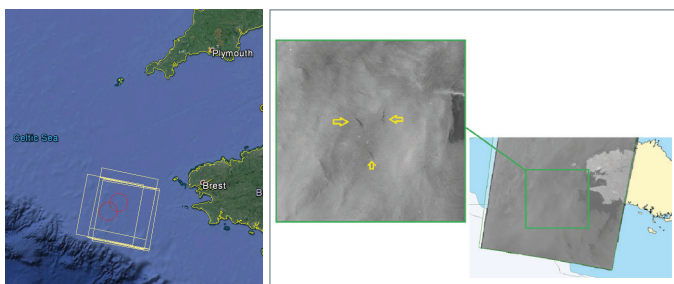


## CLEANSEANET HELPS TO MONITOR TWO SHIP WRECKS OFF THE COAST OF FRANCE

On 22 December 2016, two supply ships owned by Maersk Group sank off Ushant, France, during a towing operation to Turkey where they were to be dismantled. The hulls had already been cleaned in preparation for the dismantling. Nevertheless, in the following days oil slicks, which could be the result of unpumpable residues, were observed in the area by French authorities. In order to monitor if the hulls were causing further pollution, the French authorities requested additional CleanSeaNet images over a period of two months, within a radius of 15 km around the wrecks' positions. EMSA ordered a total of seven extra images to complement the coverage already provided by the routine CleanSeaNet service over the area. One benefit of the [CleanSeaNet service](#) is the possibility to provide additional monitoring capabilities over an area of interest at the request of a user with little additional effort; this at a minimum saves the user time and costs involved in deploying national assets, and in some cases provides possibilities for monitoring where they might not otherwise exist.

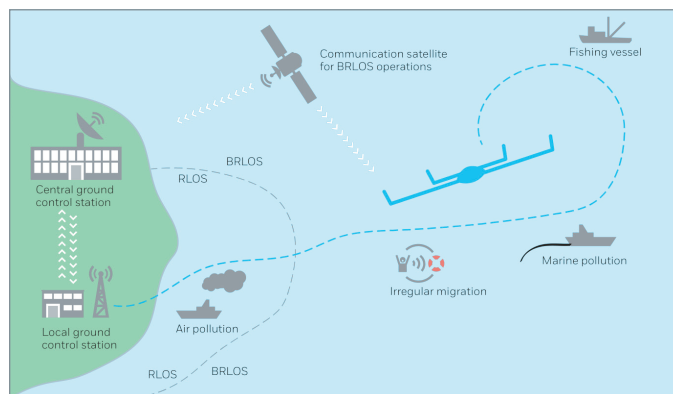


## EMSA ENTERS NEW PHASE OF EUROPEAN NEIGHBOURHOOD COOPERATION

During the coming years the Agency will continue providing countries covered by the European Neighbourhood Policy (ENP) with [technical assistance](#) in the field of maritime safety, maritime security and protection of the marine environment with the aim of enhancing the beneficiaries' capacity to effectively implement the international maritime legislation through both regional and bilateral actions consisting in training activities, sharing best practices, providing tools and services, as well as supporting the development of guidelines and national procedures. The ENP countries will be assisted through two EU funded projects covering respectively the southern Mediterranean region (Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestine and Tunisia) and the Black and Caspian sea region (Azerbaijan, Georgia, Islamic Republic of Iran, Kazakhstan, Republic of Moldova, Ukraine, Turkey and Turkmenistan). The two projects will last four years and are supposed to end in spring 2021. The two projects also aim to support the professional development scheme for Port State Control Officers of the Mediterranean (MEDMOU) and the Black Sea (BSMOU) Memoranda and to provide support to the Mediterranean Coast Guard Functions Forum (MCGFF).



New sub-branding logo to help identify EMSA's capacity building activities



## FOUR NEW RPAS CONTRACTS TO OFFER ADDED SURVEILLANCE SUPPORT

EMSA has recently contracted four companies to provide maritime surveillance services to support national authorities carrying out coastguard functions, thereby extending EMSA's portfolio of Remotely Piloted Aircraft System (RPAS) based services. This is in line with recent amendments to the founding regulations of EMSA, EFCA and Frontex, creating a joint capability. Fixed-wing medium-size RPAS have been contracted from the REACT consortium (TEKEVER / CLS), and another consortium composed of the Portuguese Air Force, UAVISION and DEIMOS. These RPAS allow flights of both long endurance and long range (Beyond Radio Line of Sight - BRLOS). Complementing them, vertical take-off and landing (VTOL) aircraft have also been contracted. From Leonardo Helicopters, the VTOL RPAS is notable for its on-board (multi-purpose) radar. The Martek RPAS has a small footprint making it easier to deploy. These new contracts, which are expected to be operational mid-2017, build on those already in place for marine pollution (oil spill) detection and ship gas emission monitoring. Through the RPAS portfolio available to member states and EU agencies, a wide range of coastguard functions can be supported including environment protection, maritime safety and security, fisheries control, border control, law enforcement and customs.

## SHIP OWNERS AND REGULATORS GATHER FOR EUROPEAN SHIPPING WEEK



Leaders of the shipping industry and regulators from across the European Union gathered in Brussels on 27 Feb-3 March for [European Shipping Week](#) to discuss issues of mutual concern.

Executive Director, Markku Mylly, spoke of EMSA's strong commitment to the process of creating a European maritime transport space without barriers, in particular by streamlining administrative formalities through initiatives such as the national single window and the eManifest pilot project. EMSA is working alongside the European Commission and the member states to make the electronic transmission of information standard as well as to rationalise reporting formalities.

[emsa.europa.eu](http://emsa.europa.eu)

**CAREERS:** (SNE) PO for Port State Control and Environment (3/4/2017); (SNE) PO for Regulatory Compliance & PSC (3/5/2017); (SNE) PO for Institutional Services (3/4/2017); National Experts in Professional Training (24/3/2017)