

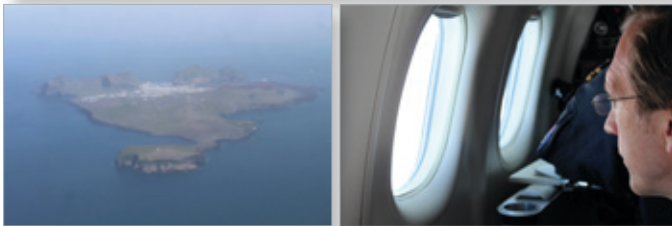
## EMSA ADMINISTRATIVE BOARD MEET IN ITALY DURING GENOA SHIPPING WEEK

On 26-27 June, the EMSA Administrative Board gathered its members in Genoa for its 55<sup>th</sup> meeting. Italy offered to host the meeting in Genoa as part of the Genoa Shipping Week. **Board members** had the opportunity to discuss thoroughly a first draft of the upcoming EMSA 5-year strategy which is expected to be adopted at the next meeting in November. In addition, the Agency presented a new concept for learning and development based on functions and taking a modular approach.



## VISIT TO ICELANDIC COAST GUARD TO SEE RPAS OPERATIONS FIRST HAND

Early in June, EMSA's Executive Director travelled north of Reykjavik to Egilsstaðir to meet the Icelandic Coast Guard and Icelandic Transport Authority (ICETRA) operating a **long endurance RPAS** to enhance its maritime picture. The Hermes 900 RPAS, under contract by EMSA from CEiiA, has been integrated into their existing surveillance mechanism to cover maritime safety and security, search and rescue, environmental protection, law enforcement and fisheries control. The capability of the aircraft has already been demonstrated, particularly in terms of flight hours compared with manned aircraft (more than 150 FH in less than 45 days). Successful missions include the sighting of illegal discharging of fish and the subsequent charging of the captain, and the search for a missing vessel which was found safe and sound. The uptake of the RPAS has also been viewed very positively by the people of Iceland.



## ACCIDENT INVESTIGATION COOPERATION FRAMEWORK MEETS IN LISBON

On 12-13 June, EMSA hosted the 9<sup>th</sup> meeting of the **Permanent Cooperation Framework** (PCF) in which delegates from 26 countries discussed aspects related to cooperation between Accident Investigation bodies, including investigation and safety-related initiatives conducted the previous year. The activities carried out by the dedicated working groups were also presented and the PCF established the tasks and priorities to be tackled. Delegates considered the investigation of human and organisational factors as a crucial challenge in safety investigation and they showed an increasing interest in broadening the understanding of these complex topics and EMSA expressed the possibility to host a dedicated workshop on specific areas of interest later in the year. The governance of the **European Marine Casualty Information Platform** (EMCIP) was also agreed and the new features made available by the system were introduced together with the planned development. Participants actively debated technical topics, including the definition of a methodology supporting the preparation of technical observations on final reports for improving their quality. Valuable feedback was also provided to gather training needs and, particularly, to finetune the structure of the brand-new advanced training for investigators planned to be delivered by the end November 2019.



## CAN TECH HELP SUSTAIN OUR PLANET? – BBC CLICK INVESTIGATES

The latest episode of the BBC Click technology programme featured EMSA's RPAS service and how it is being used in **monitoring ship emissions** by the Danish Maritime Authority. These particular RPAS operations are being used to help enforce the EU's Sulphur Directive and thereby cut air pollution. The operations caught the imagination of the BBC as the cutting edge of emissions detection enforcement. The technology on board the UAS Skeldar V-200 includes a sniffer system capable of detecting pollutants and generating emissions reports. "Basically, now we can extend our reach by a huge margin. By flying these drones over the ships, collecting samples of the emissions and calculating how much sulphur is there, we can then follow that up with actual inspections when the ship comes into port," explained Peter Krog-Meyer from the Danish Maritime Authority. [Click here to watch the episode.](#)



## CO<sub>2</sub> SHIP EMISSIONS DATA JUST PUBLISHED ON THETIS-MRV

EMSA's **THETIS-MRV system** has just released information on one year of CO<sub>2</sub> emissions from ships over 5 000 GT operating in the European Economic Area. This information covers around 11 000 ships of different types, services and cargo, including ro-ro passenger ships, bulk carriers, tankers and container ships. The **reported figures for 2018** stand at 130m tonnes of CO<sub>2</sub> emissions. EMSA has been assisting the European Commission's DG CLIMA to promote the reduction of CO<sub>2</sub> emissions from maritime transport in a cost-effective way through the THETIS-MRV system. This purpose-built system enables companies to work together with accredited verifiers to prepare monitoring plans and, importantly, to release emission reports and documents of compliance to the European Commission and relevant flag state authorities. The European Commission has said that it will now carefully analyse the data and publish a report towards the end of 2019.



## CLEANSEANET DETECTS OIL SPILL IN FINNISH WATERS

An oil spill of more than 15 kilometres in length was detected by EMSA's **CleanSeaNet service** in a Sentinel-1 image, last Thursday 20 June in Finnish waters. A CleanSeaNet oil spill alert prompted Finnish authorities to investigate the detection, and an oil spill recovery operation was initiated over the next two days. Three Finnish Border Guard vessels and a naval oil spill response vessel were deployed to recover the oil. As the spill was light fuel oil, which evaporates easily, the oil spill recovery operation was called off on 21 June as the remaining oil was breaking up and evaporating. Investigations regarding the source of the spill are ongoing.



Satellite image: Sentinel-1 © Copernicus Sentinel Data 2019

## CLOSE COOPERATION AMONG MEDITERRANEAN COAST GUARD EXPERTS OVER COMMON CHALLENGES

On 11-13 June, EMSA participated in the Mediterranean Coast Guard Functions Forum held in Casablanca under its Moroccan-French chairmanship. This voluntary forum brings together representatives from a variety of institutions and agencies carrying out coast guard functions. The common challenges of maritime safety, illegal immigration, fisheries control, maritime security and surveillance, environmental protection and oil spill response were looked at from the perspective of multilateral cooperation. Representatives from the participant countries (Croatia, France, Greece, Italy, Malta, Monaco, Morocco, Portugal, Spain, Turkey) and organisations (European Commission, EFCA, EMSA, Frontex, INTERPOL) agreed on the need to adopt a **common approach** in enforcing international conventions and instruments. EMSA supports the MedCGFF secretariat as part of its SAFEMED activities and both CleanSeaNet and the standby oil spill response vessels are highly valued services.



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**VACANCIES:** Personal assistant to the Executive Director (deadline: 3/7/2019); Project Officer for Training and Capacity Building (15/7/2019)

**PROCUREMENT:** Supply of skimmers to recover oil in icy waters (deadline: 17/7/2019); Maintenance & supply of safety equipment (9/7/2019); HACCP audit services (14/6/2019); Contract for Sat-AIS data (4/8/2019); Contract for T-AIS data (29/7/2019) See website for more.